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Surprise Result at the Races.

"GOOD DAY" FOR BACKERS.

Valorous Wins Aggregate Stakes.

The public seemed to be at fault in the opening races of the meeting at the Valley yesterday. Certainly there were but a knowing few who anticipated that Brown Eyes would pay out a handsome dividend in the first race of the day. Admittedly Mr. Y. T. Fung did not show to the fore until the final gallop, but he gave every appearance of having the race well in hand. Celerity and Movangher were nowhere, the latter making a very poor start.

No less was the dividend paid out on Pegasus, piloted by Mr. Caplan, who just managed to snatch first place from the favourite, St. Moritz. It is interesting to note that Pegasus now shares honours with Woodland Stag for the fastest time over six furlongs, for Australian ponies — one minute, 25 seconds.

Mr. Caplan's star was again in the ascendant in the third race when Lobster Bay brought home the bacon in the Bonham Handicap.

CORONATION EVE FAILS.

Valorous confirmed public opinion when he won the Aggregate Stakes by six lengths. Coronation Eve was entirely out of it, being left at the post.

The Plover obviously "objected" to his jockey in the Chine Handicap, and Mr. A. W. da Roza was seen footling it down the track, shortly after the start, while his mount made vain efforts to win without him.

It was left with the Novices to spring the greatest surprise of the day, and, incidentally, the biggest dividend for a long time. Mr. Benham, riding Good Day, treated his supporters to a return of \$506.10.

Royal Flush again deceived the public, being a very bad third in a field of five, which Boxing Eve made look like a bunch of hicks.

No particular jockey can have said to have had a particularly successful day, the returns being more or less evenly distributed.

1.—Bonham Handicap: Six Furlongs.—For China Ponies—"D2" Class. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$250. 3rd Prize: \$150.

A. A. R. Botelho: Lobster Bay 148 lb. (Mr. Caplan) 1

Teater & Abraham's The Tiger 150 lb. (Mr. Harriman) 2

W. T. Stanton's Christmas Frolic 161 lb. (Mr. Stanton) 3

Prince's Crown Prince 143 lb. (Mr. S. N. Pan) 3*

Also ran:—The Grouse 153 lb. (Mr. G. U. da Roza).

Time: 2 mins. 04.1/5 secs.

Won by 1 1/2 lengths; 2 lengths.

* Dead heat.

Parl-mutuel: Winner \$32.70;

Places, 1st \$14; 2nd \$14.70.

2.—Bonham Handicap: Six Furlongs.—For China Ponies—"D2" Class. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$150.

3rd Prize: \$75.

Dr. S. To Wong's Brown Eyes 140 lb. (Mr. Y. T. Fung) 1

Lo & Liang's Sans Souci 140 lb. (Mr. Ip Kul-ying) 2

Also ran:—The Turbot 140 lb. (Mr. H. A. da Roza).

Time: 1 min. 36.4/5 secs.

Won by half a length; the same.

Parl-mutuel: Winner \$64.30;

Places, 1st \$21.30; 2nd \$19.50; 3rd \$13.60.

Winner Places

Celerity 385 520

Movangher 374 757

Sunny Day 286 364

Happy Choice 163 171

Flornotta 183 128

Brown Eyes 129 187

Jester 107 178

Choctow II. 105 195

Sans Souci 91 209

Sunny Boy 79 18

The Turbot 8 26

Bright Eyes 4 8

Also ran:—Carbile 151 lb. (Mr. A. R. Botelho); Coronation Eve 158 lb. (Mr. Reidy); Orlando 145 lb. (Mr. A. W. da Roza).

Time: 2 mins. 03.4/5 secs.

Won by 6 lengths; a short head.

Parl-mutuel: Winner \$8.30;

Places, 1st \$5.70; 2nd \$3.80; 3rd \$7.90.

Winner Places

Valorous 1,559 1,388

Coronation Eve 618 675

Zorhan 351 374

King's Counsel 168 383

Orlando 161 249

Carbile 30 48

Also ran:—Caulfield 140 lb. (Mr. Y. T. Fung); Florets 140 lb. (Mr. Ip Kul-ying); Moon Star 161 lb. (Mr. S. N. Pan); The Bustard 151 lb. (Mr. R. Corbett); Thunderclap 154 lb. (Mr. G. U. da Roza).

Time: 1 min. 25 secs.

Won by 1 1/2 lengths; 2 1/2 lengths.

Parl-mutuel: Winner \$64.50;

Places, 1st \$15.00; 2nd \$7.50; 3rd \$18.80.

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LOCAL "FORT"

Bombardment of
O.S.K. Wharf

SNIPERS CAUGHT

Garrison Well Stocked
With 'Ammunition'

An affair, which was not without its humorous side, occurred on the water front in Connaught Road Central soon after seven o'clock last night.

Alongside the O.S.K. wharf was a Japanese ship. As soon as it became dusk, people going on to and coming off the wharf were met with showers of stones and bricks, which apparently came down from the sky!

For a little time the source of the bombardment could not be discovered. The Police were informed, and they kept watch. Then it was noticed that the missiles came from the roof of the stone latrine situated practically opposite the O.S.K. wharf.

Missiles Across Space.

A closer watch was kept on the roof of the latrine, and when next a person stepped on to the wharf, it was seen that heads suddenly bobbed up over the wall of the roof, missiles flew across space, and then the heads bobbed down again.

The Police then went for the "snipers," and carried out a concentrated attack on their "fort," surrounding it completely. An ascent was made to the roof, and there it was found that the "garrison" comprised three very small Chinese boys!

The most surprising discovery was that the "fort" was well supplied with "ammunition," there being enough stones and bricks on that roof to hold out for at least an hour against attack!

Calm Surrender.

However, the boys did not prove as stout hearted in defence as in sniping, and surrendered without ado. They were made to climb down from their "fort" and then meekly walked with the Police to the Central Police Station, where they will spend the week-end in cells and will appear before a Magistrate tomorrow morning.

HAVE YOU WON?

Lucky Numbers in
Cash Sweeps.

YESTERDAY'S DRAWINGS.

The Hong Kong Jockey Club's tenth extra race meeting cash sweeps held yesterday resulted as follows:

Race 1.

No. 96 \$868.00
" 282 248.00
" 414 124.00

Unplaced runners (\$50 each), Nos. 158, 288, 43, 295, 178, 25, 353, 374, 234, 240.

Race 2.

No. 138 \$1,351.00
" 243 886.00
" 17 193.00

Unplaced runners (\$50 each), Nos. 470, 284, 325, 210, 35.

Race 3.

No. 42 \$1,818.00
" 596 518.00
" 565 129.50
" 69 129.50

Unplaced runner, (\$50), No. 305.

Race 4.

No. 325 \$3,340.40
" 274 954.40
" 369 477.20

Unplaced runners (\$100 each), Nos. 97, 448, 318.

Race 5.

No. 5 \$2,102.80
" 261 600.80
" 378 300.40

Unplaced runners (\$50 each), Nos. 480, 95, 296, 608.

Race 6.

No. 846 \$1,988.60
" 867 567.60
" 742 141.90
" 744 141.90

Unplaced runners (\$50 each), Nos. 261, 308, 298, 381, 848, 218, 700.

Race 7.

No. 388 \$2,248.40
" 687 642.40
" 667 321.30

Unplaced runners (\$50 each), Nos. 64, 749.

Race 8.

No. 157 \$2,605.40
" 629 744.40
" 116 272.20

Unplaced runners (\$50 each), Nos. 928, 129, 87.

SACREDNESS OF TREATIES

Japan Disappointed and Resentful.

INTENDS TO STAND PAT.

League Should Not Attempt Force.

A Reuter's cablegram from Tokyo yesterday states: "If the League refuses to handle the question of the sacredness of Treaties, the League should refrain from attempting to force Japan to change her stand," appears to sum up the attitude of Japanese official circles, which are clearly disappointed at and resentful with the League's apparent intention to override Japan's insistence on Chinese recognition of her Treaty commitments as a sine qua non.

Whilst emphasising that Japan recognises the seriousness of such a step, officials intimate that Japan intends to stand pat on the Treaty question and would have seriously to consider withdrawal from the League if the Council refuses to back up the principle of the sacredness of Treaties, as refusal can only be interpreted as setting at naught the first principles of international intercourse.

MAY WITHDRAW FROM LEAGUE.

Nanking, Yesterday. A special meeting of the National Government Foreign Affairs Committee decided to instruct Dr. Sz to stand firm by the original text of the League resolution on Manchuria and reject any modification or revision.

Safety of Japanese.

Geneva, Yesterday. In spite of stormy weather there was a fair attendance of the public to witness the opening of this morning's sitting of the Council, which opened a few minutes after ten o'clock.

M. Briand opened the sitting by stating that the object was

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POETS' CORNER.

WHAT'S THE USE?

We write about the KAU SING, we rave, and tear our hair, We state that when she wanted she is not seen anywhere, When the Harbour's full of shipping, and the shipping's full of war, Does the KAUSING lie at anchor with her crew all sing below—

BUT WHAT'S THE USE?

We write about our TEACHERS (the married ones, I mean), Who know old MONTESSORI, and Mr. FROEBEL it would seem. Their Hubby's "CIVIL SERVICE," and works hard to earn a crust, They both are "itting pretty,"—let the dollar do the work—

BUT WHAT'S THE USE?

Our BEACHES are sashed from us, and we make an awful fuss, We write poems to the paper, and gnash our teeth and curse, Our Unofficial Members state our case as best they can, But the "Powers that be" say nothing, they're as light as any clam—

BUT WHAT'S THE USE?

Mr. "A.B.C." has told us of the numerous DEGREES? That he lifted from the Civil List with the very greatest ease, But he quite forgot to tell us that it's all a lot of "hush," As was pointed out next morning by Mr. O. B. Danned—

BUT WHAT'S THE USE?

We've had lots of trouble lately in the Hong Kong Soccer Code, And one side blames the other (it seems it's "in it"), To blame the other fellow, but take care, or you will find, That you'll wake up some fine morning and find that he's resigned—

BUT WHAT'S THE USE?

The "PRESS" is full of this and that, and other things as well, The very latest thing I read is about an awful SMEAR, That emanates from Kowloon, it pollutes the very Heaven; But the "POISON SMOKE" when analyzed shows only "Point o seven" (.07)

BUT WHAT'S THE USE?

But if we air our grievances, our trouble we will hide, The "Powers that be" know this full well, it's a perfect safety valve, And while we wring and fume and growl, they emit a gentle snore, And we soon begin to realize that we're worse off than before—

BUT WHAT'S THE USE?

L'Envoi.
In conclusion I would like to say how I would run the "JOINT," I'd give the people absolutely everything they want, Their girls could all be TEACHERS, their boys all be CADETS, And they could have the KAU SING as a plaything and a pet, I'd give them all the BEACHES from Green Island to SHIEK C. PENSION, they'd all go, I'd have free education—I'd give them all "DEGREES."

In fact I'd tell the blighters they could do just as they please; I'd award their little noses from that horrid smell

That emanates from Kowloon where the common people dwell;

Then all praise could go to Heaven, and all TAXES go to H—

BUT WHAT'S THE USE?

SOUVENIRS.

So lone they lie, forgotten and unseen, Those hidden links with bygone memories, Until, by hand of chance, they lay reviv'd,

As to taunt us, with life's vagaries.

What poignant depths, within our hearts are stird, As faded treasures meet the light of day, And, in our soul, an answ'ring echo find,

To ever living call of yesterday.

For, few indeed, have mix'd a cross to bear, Along the road toward their destiny, Or, failed to see 'mid galaxies of life, Some haunting shadow of its tragedy.

So, once again, we hide them from our view, Those sacred reliques of past joys and sorrows, And, turn again toward the daily path, A smiling face our sacrifice, for tears!

—W. J. HOGAN.

New Christian Chinese Cemetery.

His Excellency the Governor in Council has authorised as a place to be used as a Cemetery and to be known as "Cheung Cheung Chau Chinese Christian Cemetery" the piece of land containing about 10,000 square feet, situated at Cheung Chau in the New Territories in the Colony of Hong Kong and shown on the plan deposited and which may be seen in the office of the District Officer, South.

KENNEDY TOWN BATHING BEACH.

Kennedy Town bathing beach will be closed on and after 7 p.m. on Saturday, the October 31, 1931.

LETTERS AND RADIO
Addresses Which Cannot Be Traced.

POST OFFICE LIST.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 365 metres:

10-11 a.m.—Relay of Service from St. Joseph's Church.

11 a.m.-2 p.m.—Chinese Programme.

1 p.m.—Local Time & Weather Report.

2 p.m.—Close Down.

8-10 p.m.—European Programme of Columbia Records kindly supplied by the Anderson Music Co.

8.05-8.20 p.m.—

William Tell—Overture (Rossini), Sir Henry J. Wood Conducting the New Queen's Hall Orchestra (6058-59).

8.20-9.03 p.m.—

Guitar Solo—Elegia (Mannet), Guillermo Gomez (6307).

Song—Swing, Low, Sweet Charlot (Negro Spiritual), Edna Thomas (Soprano) (4904).

Organ Solo—Scherzo (Commette), Edouard Commette (6315).

Choral—O Peaceful Night (German), O Hush Three, My Baby (Sullivan), The Salisbury Singers (4298).

Violin Solo—Madrigale (Simonetti), Czardas (Monti), Yvonne Curti (6290).

Song—At the Mid Hour of Night (Moore & Cowan), Devotion (Hayes-Schumann), Roy Henderson (Baritone) (4692).

Pianoforte Solo—Chorale Prelude—Beloved Jesus, We Are Here (Bach arr. Cohen), Chorale Prelude—Mortify Us With Thy Goodness (Bach arr. Rummel), Harriet Cohen (4740).

9.03-10 p.m.—

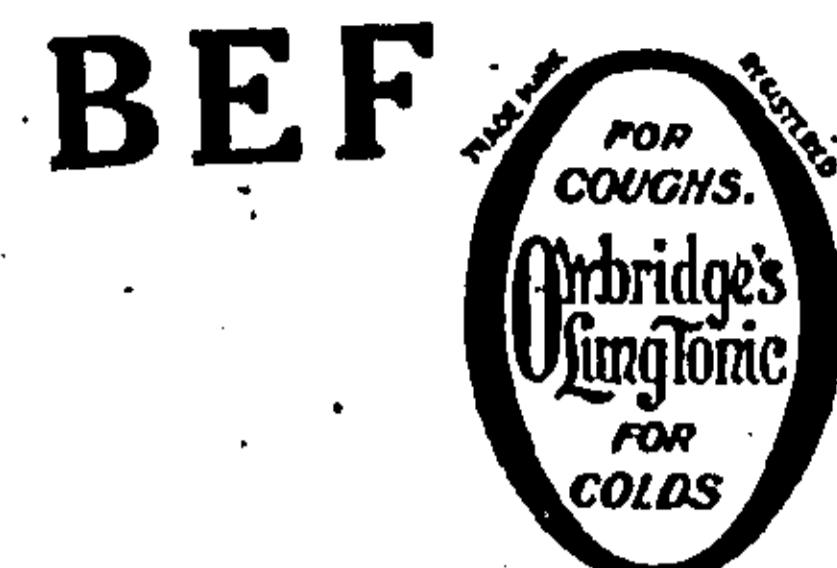
The 1st Act of the Opera "Rigoletto" (Verdi).

Played by Milan Symphony Orchestra with Solists and Chorus of La Scala, Milan (DX139-45).

10 p.m.—Close Down.

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SPECIAL ARTICLES INCLUDE THE FOLLOWING

The earlier days of the Hong Kong Football Club by W. Pryde.
The South China Athletic Association 1904-25 by C. F. Yuen.
The South China Athletic Association 1925-31 by Wong Ka Tsun.
The Progress of Hockey in the Colony by A. A. Dand.
The Hong Kong Tennis League by S. E. Green.

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Sandhurst College

Hong Kong Volunteer Defence Corps

Old Salopians

Stewartians

Tonbridgeians

Uppinghamians

Watsonians

Wykehamists

Bunham College Old Boys.

BORDERERS WIN IN ALL THREE LEAGUES

Division I.

HOWE'S "HAT" TRICK UNAVAILING.

Club ... 3 Kowloon ... 4

Play was uninteresting until Howe, receiving well in his own half from the outcome of a corner kick for Kowloon, ran through the spread-eagled defence to give Nicholls no chance with a lightning shot. Hedley was showing up well in his new position and had bad luck with a shot that beat Rodgers all the way but rebounded from the crossbar.

Duncan, at wing half for Kowloon had the Club left flank bottled up for three parts of the game, and fed Dominy well. But the latter's centres, with the exception of the one that Grimwood equalised with, were far from accurate. Timberlake, at last having been noticed by Grimwood and Ianson, showed what he could do in the way of opportunism, and was near on many occasions. After half-time, Kowloon tried hard for the lead, but Pile and Strange were playing a splendid game and well supported Rodgers, who brought off some effective saves. A smart inside movement, however, resulted in Timberlake finding the net. Timberlake repeated the dose a few minutes later.

Howe again showed that he is not a forward to be left alone, as McKelvie knew when Alexander sent over a pass for the Ex-Trentin player to reduce the Club's deficit. After Railton had saved a certain goal, the Club drew level when a miskick by Downman let in the nippy Howe to give Nicholls no chance. After this Kowloon's forwards were well in the limelight but the Club defence worked like trojans and barked any shots that were sent in, until Dominy managed to keep a centre to Ianson, very well and all he had to do was to tap the ball past the unpositioned Rodgers, to give Kowloon the lead. At this period Rodgers was playing a marvellous game and it was decidedly unfortunate for him to be beaten by such an easy effort. Close on time Strange ran almost the length of the field with the ball to put Alexander away, but Downman cleared.

Sgt. Caswell lined out the following teams:—

Club:—Rodgers; Pile, Strange; Railton, Skinner, Baldwin; Alexander, Bell, Howe, S. Strange, Jackson.

Kowloon:—Nicholls; Martin, Downman; Duncan, McKelvie, Blues; Dominy, Hedley, Timberlake, Grimwood, Ianson.

BORDERERS' MARKSMEN GIVE MARQUES PLENTY TO DO.

Borderers ... 3 Recrelo ... 1

Only the splendid goal-keeping of Marques saved the Recrelo from a much heavier defeat. He played an inspired game. The run of play for three parts of the game was fairly even, and the first half was nearly spent before a goal was scored. A. V. Gosano at centre half was the mainstay of the Recrelo defence. His forwards did not take advantage of the openings he constantly made for them. The Borderers, on the other hand, seized every opportunity to shoot—and few shots went wide. Marques pulled them in from all angles and heights. The shots that beat him would have beaten any goalkeeper.

The Borderers favoured the open and long passing game and it paid. Ten minutes before the interval they drew first blood through Harris, who dashed in from the right wing to meet a centre. He took the shot on the run and left Marques standing. The Recrelo took the ball down to the other end and were awarded a penalty. An over zealous defender "barged" Ward off the ball when he was favourably placed for shot. A. Gosano scored from the spot kick. The Borderers took up the running throughout the second half and gave an overworked defence a harassing time. The Recrelo fought back stubbornly but proved weak in this attack. Combined

work on the Borderers' right resulted in the ball being centered to Davis who beat Marques from close in. The Borderers' forwards were much quicker on the ball than the Recrelo's defenders and showered in shot after shot. Marques' display was little short of marvellous. A. Gosano worked like a trojan. He was everywhere, and he needed to be—his wing halves were almost useless against the tricky and speedy Harris and Duncan. The pressure of the Borderers was not to be denied and Sgt. Harris scored the third goal with a rasping low shot from close in. The Borderers deserved their win. They were the more workmanlike team, and the faster combination. With five marksmen in the forward line all shots were dead on the target and possible goals.

Borderers: Johnson; Mullane, Morrison; Morgan, Eynon, Underwood; Harris, Davis, Sgt. Harris, Lakeman, and Duncan.

Recrelo: Marques; Silva-Netto, S. Sousa; Beltrao, A. Gosano, Remedios; Victor, C. Gosano, Roza, Perreira, Ward, and A. Sousa.

Referee: E.O. Darlington.

NAVY FORWARDS FIND FORM IN SECOND HALF.

Navy ... 3 Police ... 1

On the Kowloon Ground, the Navy fielded a strong side, and enjoyed most of the play. Right from the kick-off they swept down on the Police goal and Perkins and Brittain were called upon to give of their best. Fraser in goal was fairly safe, his height enabling him to save those high dropping shots. Savage in the Navy goal was seldom called upon, the Navy halves repelling the attacks set up by the Police, which were few and far between. Dickenson and Skinner were outstanding in the Navy forwards, Dickenson was inclined to be too selfish with the ball. Had he married with it a bit more in the first half, there would probably have been no goal-less first half. His inside men were standing there unmarked but he preferred to go through on his own. Skinner was playing a thrustful game on the wing and his centres were ideal, but the Police adopted bustling methods, and the inside forwards of the Navy were unlucky. The Navy kept attacking and Dickenson hit the bright with a low shot.

In the second half, the Navy made a bee-line for their opponents' goal, and corners came in abundance. Skinner on the left tried a shot which skimmed the crossbar, and the Navy left wing had most of the play, and it was from this wing that the ball was sent to Dickenson to open the scoring for the Navy. The Navy right wing broke away, and centred the ball to Dickenson. The centre forward tried a shot which was blocked by a defender, the ball bouncing off him to Pester, who made no mistake. The Navy had matters their own way for a little bit, and nearly went further ahead. Dickenson pushing the ball in with his hands. The Police came into the picture now and managed to force a couple of corners, one of which went behind, the other being easily cleared. The Navy made a strong attack and Dickenson beat Fraser with first timer.

The Police were giving a free kick for hands against Pearce, and Channing lobbed the ball into the goalmouth, for Savage to punch the ball into his own net. The Navy had matters their own way for a little bit, and nearly went further ahead. Dickenson pushing the ball in with his hands. The Police came into the picture now and managed to force a couple of corners, one of which went behind, the other being easily cleared. The Navy made a strong attack and Dickenson beat Fraser with first timer.

Police:—Fraser; Perkins and Brittain; Jessop, Channing and Sheppard; Pile, Wheeler, Moss, Bentley and Williams.

ARGYLLS IMPROVE GOAL AVERAGE AT ST. JOSEPH'S EXPENSE.

St. Joseph's ... 1 Argylls ... 6

St. Joseph's were no match for the strong military eleven in this encounter and retired well defeated by six goals to one. It is obvious that the college cannot at present field a team capable of holding their own in the premier division. They rarely turn up with a complete eleven, thus necessitating the inclusion of one or more spectators, which completely throws what team they have out of gear.

D. Leonard at centre forward is on his own and, with the exception of a little help from Ali, has to forgo for himself. Sousa played well enough in goal, but could not, with all his anticipation and alertness, prevent the Argylls running through and scoring on six occasions. The Scots were a good combination, having brought in

RESULTS AT A GLANCE.

Division I.

Borderers ... 3 Recrelo ... 1
Police ... 1 Royal Navy ... 3
St. Joseph's ... 1 Argylls ... 6
Club ... 3 Kowloon ... 4

Division II.

Borderers ... 6 Club ... 1
Royal Navy ... 0 Argylls ... 2
R.A.O.C. ... 12th Batt. R.A. ... 3 Kowloon ... 1

Division III.

R.A.F. ... 0 Recrelo ... 3
St. Joseph's ... 6 Radio ... 3

GOAL SCORERS.

The following were the goal scorers in yesterday's League matches:

Division I.

Borderers: Johnson; Mullane, Morrison; Morgan, Eynon, Underwood; Harris, Davis, Sgt. Harris, Lakeman, and Duncan.

Recrelo: Marques; Silva-Netto, S. Sousa; Beltrao, A. Gosano, Remedios; Victor, C. Gosano, Roza, Perreira, Ward, and A. Sousa.

Referee: E.O. Darlington.

Division II.

Borderers ... 6 Club ... 1

The Borderers proved far superior to the Club on the Sooknupoo ground. The Club were on the run from start to finish. The Borderers scored early through Channing—a long shot which Fogwill tried to fist out but misjudged and deflected into the net. Shortly afterwards Parsons cut in and added the second. Hynes was to the fore in the Club defence and covered a lot of mistakes on the part of Poutoloff. The Club forwards never looked like getting away. They persisted, particularly on the left in hanging together in a bunch, and never made an inch of progress.

Crossing over two goals in arrears, the Club smothered up a trifle but it was a flash in the pan. Morris brought the Borderer's total to three with a fine shot.

The Borderers forwards played into Hynes' hands for a period, being pulled up for off side time after time.

Hynes was outstanding in the Club's defence, but even such sterling work could not overcome the determined movements of the soldiers.

Matthias netted a good goal and Morris scored the fifth.

The Club made one break away in this half and from this Reid notched their solitary point. Matthias obtained the Borderers sixth and last goal.

Borderers:—Vaughan; Suter and Williams; Bebbington, Channing and Wallace; Hamly, Morgan, Parsons, Morris and Matthias.

Club:—Fogwill; Hynes and Poutoloff; Hooper, Puncheon and Stom; Krilovsky, Tavlin, Reid, Railton and Farrow.

Referee: Mr. S. J. Pooley.

MOORE AND WALKER CAUSE KOWLOON TROUBLE.

12th Bty., R.A. ... 3 Kowloon ... 1

Louden for McTavish and Dogherty at left back. Their most effective wing was Lamont and Hughes which produced the majority of points. Hay was well to the fore with some fine head work as usual and was well supported by McGlashan and Molville.

After the Saints had taken an early lead through Omar, the Argylls soon recovered and went quickly ahead through Wyllie and Louden, and held that lead until the interval. On resuming the Argylls completely monopolized the game and many free kicks were given to them for bad tackles by the Saints' defenders. After Lamont had put them further ahead, Louden converted a penalty, which was awarded for a rough tackle. Before the end Hynes was awarded a free kick for a foul on Walker netting. Kowloon at last succeeded in penetrating the Gunners' defence, White reducing the score before the interval which arrived with the Gunners leading by the odd goal in three.

St. Joseph's ... 6 Radio ... 2

Defences were very weak in this match, with the result that no fewer than nine goals were scored.

The Saints, a newly formed side in this division, claimed six. They did most of the pressing in the opening half and scored through Vempil and Lim. Lim added another, and after Singh had missed badly for Radio, Elms reduced the arrears. Play was now being carried from end to end, but the football was poor, and Lim scored the Saints' fourth. Both Singh and Elms added further goals for the Radio, but just before the end Thanh put through his own goal and Lim scored St. Joseph's sixth.

GOMES REGISTERS "HAT TRICK" AGAINST AIRMEN.

R.A.F. ... 0 Recrelo ... 3

The Airmen, in making their debut of the season, found the Portuguese side a little too nippy for them and retired defeated by three clear goals. They, however, enjoyed as much of the game as their opponents, but were at times dangerous in front of goal. The second half saw the Recrelo eleven gain the upper hand and Gomes netted on three occasions, without reply from the Airmen. With the return of the "Hermes" to port, the R.A.F. should be able to field quite a reputable side and notch a few wins.

BORDERERS GAIN VERDICT OVER ENGINEERS.

E. ... 1 Borderers ... 2

A closely contested game was seen at Chatham Road, in which the Borderers emerged victors by the odd goal in three.

Rice and Pritchard scored for the Infantrymen, whilst Moes replied for the Engineers.

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field, White, Simpson, and Bick-

ford.

ORDNANCE BOMBARDMENT TELLS ITS TALE.

R.A.O.C. ... 6 University ... 2

At Chatham Road the Ordnance,

newcomers to the Second Division,

proved a little too good for the

'Varsity. The game was very keen

SAYER'S HALF CENTURY
IN THE TRIAL

GOODWIN HITS SIXES

OWEN HUGHES HOLDS TWO
GLORIOUS CATCHES.

MACKAY'S WICKET-KEEPING

H. Owen Hughes' XI.

J. E. Richardson, c Butcher, b	0
Hamilton 20	0
E. R. Duckitt, l.b.w., b Mirehouse	18
E. J. R. Mitchell, c Hancock, b	0
Hamilton 0	0
E. Zimmers, c Mackay, b Munson	3
F. D. Pereira, b Goodwin, b Munson	6
D. J. N. Anderson, b Hamilton	6
L/Cpl. Robson, c Mackay, b	0
Munson 0	0
A. Reid, c Finch, b Munson	0
A. C. Beck, not out	27
F. Goodwin, not out	36
Extras (B6, W1, NB1) 10	11
Total (for 8 wkt.) 135	135
H. Owen Hughes did not bat.	

FALL OF THE WICKETS.

	1	2	3	4	5	6
Bowling Analysis.	0	1	36	62	62	102
O. M. R. W.	7	5	7	0		
H. R. B. Hancock, c Bowker, and b Owen Hughes 7 1 24 0						
Mirehouse 8 4 14 1						
Hamilton 12 2 46 3						
Munson 8 1 32 4						
Butcher 2 0 9 0						

[By Ex-Interpreter.]
Yesterday's Trial game at the H.K.C.C. did not witness the accusation "popping" about of the ball to anywhere near the degree experienced the previous week. For this I am uncertain whether the groundsman is to be congratulated or whether the bowlers realised the danger of sending down short bumping deliveries and endeavoured to safeguard what few batsmen we have now in our midst. The result was, whichever way we look at things, a trifle more gratifying.

Two prominent players were not on view "Tum" Pearce and Sigr. Williams, the Army fast bowler. Owen Hughes took over the captaincy of Pearce's XI and opened his batting with Richardson and Duckitt. The pair batted very quietly at first against the bowling of Bowker and Mirehouse, both batsmen leaving Bowker's off ball strictly alone. Mirehouse seemed to be bowling a shade faster than he did last Saturday and it looked as if he was improving his bowling by so doing. One or two came up sharply and would have had lesser experienced batsmen caught either at the wicket or in the slips. Bowker, at the other end, did not inspire any real terror as most of his deliveries were well off the wicket. As a shock bowler yesterday he was disappointing.

The pair added 38 runs before Duckitt was given out to a confident appeal for leg-before-wicket. To be given out in this manner to a left hand round-arm bowler must have proved disconcerting for him as there is always a big possibility of such a delivery—should it be allowed to do so—going between the wicket and the batsman's right leg.

With Duckitt's dismissal a collapse followed, seven wickets falling for 36 runs. Hamilton, who relieved Bowker, succeeded in trapping Mitchell and later Richardson, while Munson claimed three cheap wickets. Only a gallant partnership between Beck and Goodwin saved the side from complete collapse. Goodwin set about the bowling in the manner he adopted in the first trial and with Beck coming out of his shell added 61 runs in an unbroken partnership for the ninth wicket.

Goodwin treated all bowling with scant respect hitting Munson into Queen's Road for a beautiful six—the first of the trials—and later straight driving Butcher up Queen's Road for another six. In his short stay at the crease he hit four boundaries besides the two sixes in his score of 36. Beck played less dashingly but he entered into the right spirit and he too attacked the wicket with success.

Just when the bowling looked as if it had gained complete control it was shown up for what it was really worth. Slower balls, shortened length, and yorkers were all treated by the pair of "rabbits" in the same manner. It was just another case of the fluctuating fortunes of cricket and the resistance coming where least expected. Hamilton, who previously had been keeping a fairly accurate length was hit right of his length as was Munson. Mirehouse did not have an opportunity to bowl at these "wreckers of fine averages." It would have been interesting to see how he would have fared against them.

League II.

F. E. LAWRENCE CARRIES HIS
BAT FOR 91.

K.C.C. Victory.

On the K.C.C. ground, the home team defeated the R.A.S.C. by 62 runs, thereby giving their first league victory. Batting first the K.C.C. compiled 186 runs, in less than two hours, for the loss of only half their wickets. Batting in fine determined style, F. E. Lawrence carried his bat for 91 runs, while F. E. Skinner contributed 31 to the total.

The R.A.S.C. lost their first wicket for 28 runs. Their 2nd and 3rd wickets, however, fell without addition. They improved but again broke down after the fall of the eighth wicket and were finally dismissed for 124 runs. Skinner of the home team took 4 wickets for 31 runs.

Scores—

F. E. Lawrence, not out 91

F. S. W. Smith, b Reynolds 18

F. E. Lawrence, not out 91

F. S. W. Smith, b Reynolds 18

A. R. F. Raven, c Cole, b Hirst 10
F. E. Skinner, c Cole, b Fry 31
Geo. Lee, c Andrews, b Hirst 7
G. A. V. Hall, b Cadman 9
D. S. Green, not out 8
Extras (B9, W.B2, N.B1) 12

Total (for 5 wkt.) 186
O. B. Raven, G. A. White, R. G. N. Mead and H. Overy did not bat.

Fall of wickets:—1 for 24, 2 for 40, 3 for 128, 4 for 143, 5 for 173.

BOWLING ANALYSIS.

O. M. R. W.

Cole 9 0 39 0

Reynolds 6 0 24 1

Fry, run out 5 0 33 1

Pampin 6 0 39 0

Hirst 4 0 15 2

Cadman 6 1 24 1

R.A.S.C.

W. O. Pampin, b Smith 17

Hirst, l.b.w., b F. E. Skinner 2

Fry, run out 20

Cadman, b F. E. Skinner 1

R. E. Griffiths, Richardson, b

Reid 26

A. C. Hamilton, c Owen Hughes, b Goodwin 11

R. D. Younger, b Goodwin 0

N. A. E. Mackay, c Owen Hughes, b Goodwin 18

H. R. B. Hancock, not out 7

Extras (B8, W1, NB2) 11

Total (for 6 wkt.) 132

O. C. Simpson, A. H. Munson, A. C. I. Bowker, and Capt. Mirehouse did not bat.

FALL OF THE WICKETS.

1 2 3 4 5 6

Bowling Analysis.

O. M. R. W.

H. R. B. Hancock 7 1 24 0

Mirehouse 8 4 14 1

Hamilton 12 2 46 3

Munson 8 1 32 4

Butcher 2 0 9 0

† bowled one no ball.

† bowled a wide.

Total 124

BOWLING ANALYSIS.

O. M. R. W.

S. V. Gittins, not out 7

Owen Hughes 3 1 10 2

R. D. Younger 5 0 32 1

F. E. Beck 4 0 28 3

Goodwin 5 1 26 3

Overby 3 0 21 2

Raven 2 0 14 0

Total 124

BOWLING ANALYSIS.

O. M. R. W.

S. V. Gittins, not out 7

Owen Hughes 3 1 10 2

R. D. Younger 5 0 32 1

F. E. Beck 4 0 28 3

Goodwin 5 1 26 3

Overby 3 0 21 2

Raven 2 0 14 0

Total 124

BOWLING ANALYSIS.

O. M. R. W.

S. V. Gittins (C.C.C.) 70*

Lt. Comdr. Shaw (Navy) 66

G. E. R. Divett (H.K.C.C.) 65

W. Whitley (D.B.S.) 55*

R. Sourbutts (C.C.C. II.) 44

A. E. Wood (C.S.C.C. II.) 44

R. Sourbutts (C.C.C. II.) 37

A. R. Rumjahn (I.R.C.) 35

T. Loughlin (Police) 35

Bowling.

A. T. Lee (Varsity) 6 for 39

A. R. Minu (I.R.C.) 4 for 18

S. V. Gittins (C.C.C.) 4 for 19

B. G. Baker (Police) 4 for 20

F. Minty (Police) 4 for 20

A. R. Ismail (I.R.C. II.) 4 for 20

R. J. Wolfe (H.K.C.C.) 4 for 21

R. Sourbutts (C.C.C. II.) 4 for 22

Total 124

BOWLING ANALYSIS.

O. M. R. W.

S. V. Gittins (C.C.C.) 70*

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G. E. R. Divett (H.K.C.C.) 65

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G. E. R. Divett (H.K.C.C.) 65

W. Whitley (D.B.S.) 55*

R. Sourbutts (C.C.C. II.) 44

Total 1

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—Old Spanish Moon	Tango Fox Trot
CB330—If You're Really and Truly in Love	Fox Trot
—Would You Take Me Back Again?	Waltz
CB331—I Wanna Sing About You	Fox Trot
—Now You're in My Arms	Fox Trot
CB332—Nina Rosa	Fox Trot
—Serenade of Love	Tango
CB333—Leave the Rest to Nature	Fox Trot
—I'm So Used to You Now	Fox Trot
CB334—Don Fabricio	Tango Argentine With Spanish Vocal Chorus
—An Old Spanish Tango	Tango
CB335—African Lament	Serenade Fox Trot
—Lucerne	Waltz
CB336—Let Love Take Care of You	Fox Trot
—If I Could Turn Back the Clock	Fox Trot
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HONG KONG, SUNDAY, OCTOBER 25, 1931.

CypruS.

THIS "Erin of the Mediterranean" is popularly associated with lemons and oranges. But lemons and oranges are not among the first three of its chief exports. These, in order of merit, according to the latest figures available, are asbestos, copper ore and pyrites, carobs, potatoes, animals, wines, raw cotton, and then lemons and oranges. The island is some forty miles from the coast of Asia and sixty from the coast of Syria. Important Greek and Phoenician colonies were established in Cyprus at a very early date, and later it formed part of the Persian and Roman Empires. Until 1571 its government frequently changed hands, but in the year mentioned the Turks wrested the island from the Venetians, and retained possession of it until it was ceded to Great Britain for administrative purposes under a convention concluded with the Sultan at Constantinople in 1878. On the outbreak of hostilities with Turkey in 1914, however, the island was annexed; and in 1926 the island was given the status of a colony.

The Governor of the Colony is Sir Ronald Storrs, K.C.M.G., C.B.E., and in the administration of the colony he is assisted by an Executive Council, consisting of the Colonial Secretary, the Attorney-General, the Treasurer, the Chief Commandant of Police, with three locally resident additional members. The Legislature consists of twenty-four members, nine being office holders, including the Colonial Secretary, the Attorney-General, and the Treasurer, and fifteen elected for five years, three by Moslems and twelve by non-Moslem voters. Municipal corporations exist in the principal towns, elected practically by all resident householders and ratepayers.

The area of the colony is some 3,584 square miles; and the population taken at the census ten years ago returned 310,715, including 61,339 Moslems. The capital is Nicosia, and other principal towns Larnaca, Limasol, Famagusta, Varosha, Paphos, Ktima and Kyrenia. The system of elementary education is designed so that each race has its own schools. There are three weekly newspapers in Turkish, nineteen in Greek and three in Armenian. A local dialect of Modern Greek is spoken; also Osmalik Turkish, principally by Moslems; English and French by the educated classes. English is becoming more and more widely spoken. The law courts have been reconstituted, and in all the courts Cypriot (Christian and Moslem) judges take part. There are also three Sheri Courts, for Moslems only, which administer the Moslem Sheri or ecclesiastical law, and a Sheri Tribunal of Appeal. The strength of the police force is 858, including 28 officers.

This little colony's imports of merchandise in the quinquennium, 1925-1930, disclose a steady increase; as also the tonnage of shipping entered and cleared. The former has risen from £1,583,108 to £1,988,833; and the latter from 1,833,806 tons to 2,048,764.

Cyprus obtains a prominent position in newsheets to-day as the result of disturbances—the work of politicians and others with sinister motives—which culminated in the burning down of Government House. The latest cables, however, are more assuring, and it is believed the Authorities have the situation well in hand.

DEATH.

GUBBAY.—At the Canossa Hospital at 12.10 a.m. on Saturday, October 17, 1931, David Sassoon Gubbay, Shanghai papers please copy.

News in Brief.

One non-Chinese case of diphtheria was notified on Friday, making a total of 29 non-Chinese cases this year.

The lowest open air temperature yesterday was 71 degrees. The humidity was 74 at 10 a.m. and 72 at 4 p.m.

The rainfall from January 1 to yesterday was 74.86 inches as compared with an average of 79.96 inches—a deficit of 5.10 inches.

It is notified that the names of the Kwok Fung Company, Limited, and the Asiatic Trading Company, Limited, have been struck off the Register of Companies.

Ng Hang-hing, managing partner of the King Cheung Firm, 92 Connaught Road West, alleges in a report to the Police that between June 30 and July 16, a co-partner embezzled \$8,383.63 and absconded.

Personal Pairs.

Sir William Hornell, Vice-Chancellor of the University of Hong Kong, returned to the Colony by the Macedonia.

The name of Mr. Arthur Fung, Licentiate of the Royal College of Physicians and Surgeons, Ireland, whose address is 772 Nathan Road, Kowloon, has been added to the Register of Medical Practitioners.

His Excellency the Governor has been pleased to accept the resignation by Captain Edward Pigott, Minett, T.D., V.D., M.D., D.P.H., D.T.M. & H., M.R.C.S., L.R.C.P., of his Commission in the Hong Kong Volunteer Defence Corps, with effect from September 1, 1931.

"GENTLEMEN: THE KING!"

Fleet Street, Sept. 8.
"Gentlemen: The King!" These words, on a newspaper poster, greeted millions of Londoners this morning. Just how appropriate they were we realized when we opened our newspapers and discovered that His Majesty, with his unfailing genius for giving the country a lead in its hours of need, had decided to reduce his Civil List by £50,000 a year while the present financial emergency lasts, writes the Straits Times London Correspondent.

Next came the announcement that H.R.H. the Prince of Wales, who is not included in the Civil List and draws his income from his own lands, is to contribute £10,000 to the Exchequer. The effect of two such splendid gestures has been instantaneous. While no one can or will wish to measure the worth of these contributions by mere arithmetic, it is clear that the Royal share in the sacrifice which is now to be demanded from every class and section of the community is considerably more than any subject is likely to be called upon to bear in proportion to his income. Everywhere and by everyone, His Majesty's action is interpreted as an indication of the Royal Family's determination to share the fortunes of the people.

"What do you think of the King's 'economy cut'?" I asked a bus conductor this morning. "Oh, 'e always piles the gime, 'e does," was the reply, and in that answer I think you may find the reason which prompts the really honest, personal affection in which even the poorest and most wretchedly situated Londoners hold the King.

HONG KONG FAIRY STORIES.

It was a really Good Day at the Races yesterday.

The quiet of the Colony will assuredly be broken when the Argyle leaves.

The Burgomaster of Taipu has been gassed as the result of the Unofficials' battery of guns against Civil Servants' salaries.

Volunteer Orders every day this week include practising "dookin' for apples" by the Scottish Company in view of Halloween on Saturday.

The Mayor of Kowloon Tong has gone into Retrest preparatory to his annual public appearance on New Year's Day, at the Kowloon Football Club.

WHAT'S IN A NAME?

SOME FAMOUS SCOTS.

[By M. I. Lunnay.]

(Note.—Last week my readers no doubt wondered what I was driving at when they read about Macaroni: "He won fame outside of his country. Alec invented a pastry food which he introduced to them. He gave them the patent without royalty and was adopted as an Italiano." What happened was that the "comp." skipped a few lines and the proof-reader failed to "spot" it. What I wrote was: "Alec invented a pastry food which he wanted his countrymen to adopt as the national food, claiming that it was more nourishing than haggis. They exiled him from Scotland. Alec went to Italy. They liked the pastry food which he introduced to them," etc.—The Author.)

Addendum.—About Macaroni, who I proved last week, was a direct descendant of Aaron, I want to add that the name was spelled with only one "a" because the other "a" was found to be superfluous, and with characteristic Scot thrift it was dropped to save energy and ink.—M.I.L.

MacHinery.—Dougal MacHinery (period of existence uncertain) was the inventor of gadgets used to augment or regulate force or motion. Subsequently other Scots, actuated by the national passion for thrift (they won't have it that it was really the dictates of laziness) employed Dougal's principle to all manner of labour saving and mass production devices which they dubbed machinery. In doubtful honour of Dougal, it is generations of creating such labour saving devices that has brought the acute state of unemployment that we now know in this hard world of ours, but we can't blame Dougal for it.

At the time Dougal discovered the means of harnessing the powers of nature to work for man, the ignorant people of his time regarded him as superhuman, and now in epic and dramatic poetry his name denotes superhuman beings introduced by the poets to solve a difficulty, or perform some exploit which exceeds human power.

Macigno.—Norman Macigno was another of those Scots who was misunderstood in his own country and had to get out to keep his head on his shoulders. For an unaccountable reason, like others before him, he settled in Italy. He was for years a benchcomber until he discovered a siliceous sandstone, for which he found a use and his name became famous. His name was given to the sandstone which he discovered and has found its place in the dictionary.

MacInley.—Tim MacInley was of Irish origin, born in Scotland. He couldn't thrive on haggis and thistles and so easily won the title of the world's thinnest man, the original living skeleton, in fact. Now his name, macinley, is applied to mean leanness. There are other derivations of the name, vide the dictionary. Why he did not go to Erin, the land of his fathers, and fatten on spuds I have not been able to discover. The records have it that he was born and died in

out by all the witnesses, who state that they heard a dull explosion before the machine fell in fragments.

An alternative theory is that an explosion resulted from buffeting following the breaking of the tail. This suggestion is based on the examination of documents relating to the Meophan crash.

Japan's Population.—It was officially announced that the population of Japan registered an increase during the past year of 900,000. Births totalled 2,000,000; deaths, a little over 1,000,000; marriages, 500,000; divorces, 50,000; each item indicating an increase compared with the preceding year.

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HONG KONG, SUNDAY, OCTOBER 25, 1931.



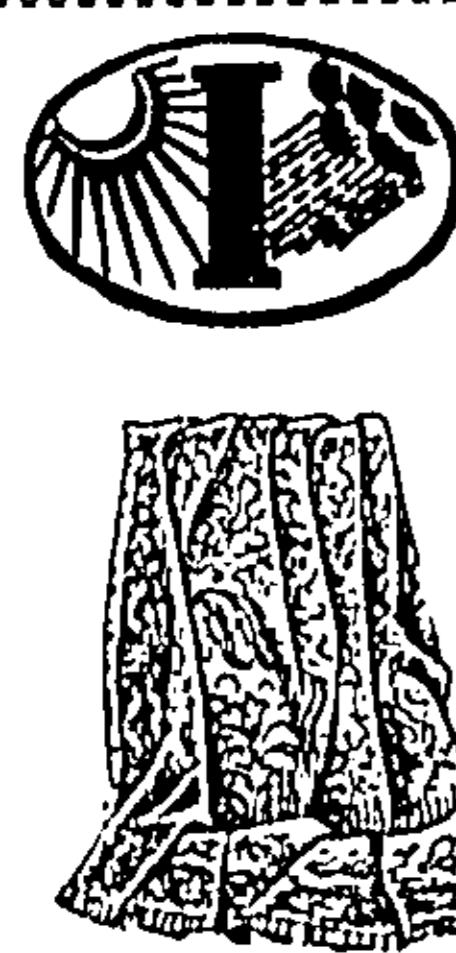
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Sleep like this

TO SLEEP—all through the night—dreamlessly as a child. And then to awake refreshed and invigorated—ready with a new zest for the work and pleasure of the day. Like most grown people, you have probably lost this secret of childhood—this wonderful capacity for the sound sleep that re-creates energy and vitality. But "Ovaltine" will help you to regain it.

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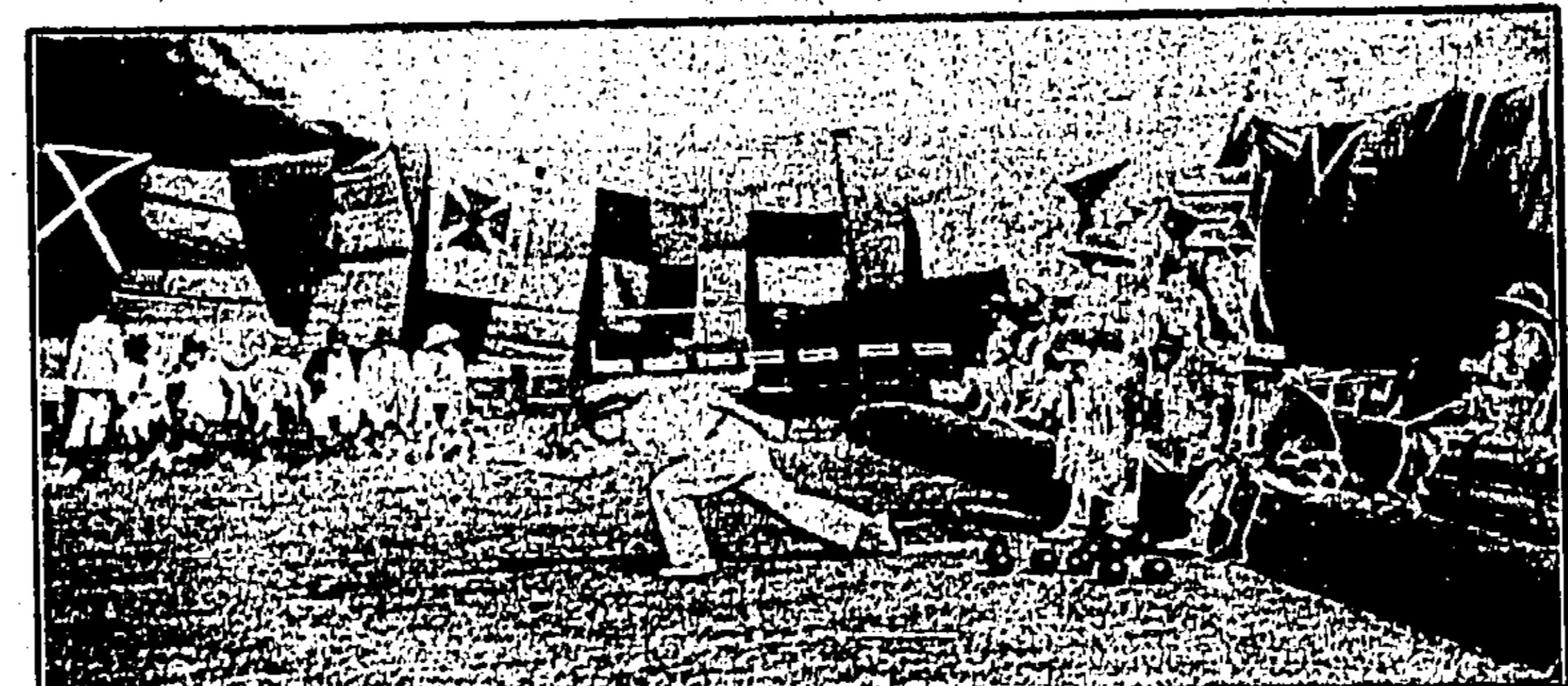
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WEDDING GROUP taken at the marriage of Miss Erid Grace and Mr. Eric Woods which was solemnised at the Union Church, Kowloon, on the 10th inst. The Rev. Frank Short officiated.—(Ying Ming Studio.)



THE INTERPORT LAWN BOWLS tournament was decided last Saturday when Shanghai were successful in winning the rubber by defeating Hong Kong by 25 shots to 14. Shanghai representatives were C. W. Glover, C. Richards, G. B. Stormes, and T. Main, while H. Hampton, R. F. Luz, R. Lapsley, and A. E. Silksone represented Hong Kong.—(Ying Ming Studio.)



AN INCIDENT in the Lawn Bowls Interport played on the Club de Recreio green, when Shanghai were successful in winning the Interport cup by two matches to one.—(Ying Ming Studio.)



PHOTOGRAPH of the Kowloon Rugby Club XV. and "A" Co. South Wales Borderers XV. taken at King's Park on Saturday, 17th inst. This was the Kowloon Club's opening match, and although defeated by the Borderers by 6 points to nil they gave a creditable performance.—(Ying Ming Studio.)



A LINE-OUT in the Rugby Match between the Kowloon Rugby Club and the Borderers.—(Ying Ming Studio.)

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MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE: — \$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE: — \$1.50 per dinner per head.

A LA CARTE.

Single dishes can be obtained at Prices on list.
ESPECIAL.

Special dishes ready for Patron's Order at all hours.
There is a special a la carte menu in English from which patrons can order other dishes, also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, abali, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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The WOMAN'S Page



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FOR AUTUMN WEAR.

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PLUS FOUR SUITS.

Divided skirts, pyjamas, and short trousers are all included in the Summer sports game, but the latest novelty is a suit with ploughs, tailored jacket, and shirt blouse.

Mountain holidays ought to see it launched this Summer for walking and golfing, but it is essentially a country outfit, which looks neat and not at all extreme, certainly not nearly so extreme as the shorts many young women adopted on ago.

MACARONI AND SALMON.

This is an easy dish to prepare. For three people, use 1/4 lb. macaroni broken in 2 in. lengths, as required, also a pint of milk, a small tin of salmon, and a teaspoon of butter.

Put the macaroni into salted boiling-water, and cook for 25 minutes. Strain and mix into the milk, to which has been added pepper and salt to taste. Stir slowly until well mixed.

Place a layer of macaroni into a small baking dish, then a layer of salmon (which has been flaked), then the rest of the macaroni. Sprinkle with a tablespoon of breadcrumbs (and grated cheese if liked), then bake until brown. Garnish with chopped parsley before serving.

country tramps last Summer.

Although the style mirrors the masculine trend, it seems to become a more appropriate mode for the female than the male. These suits are really only reminiscent of the bicycling costumes worn many years



NOTEBOOK.

Women are more daring these days in the colour of their notebook, using greens, yellows and blues which cannot be confused with cream, as they so often were a season or so ago. The lettering is usually printed in a darker shade of the paper colour, and the demand for colour ink has increased, printing and writing-ink being chosen to match. But a simple mother-of-pearl initial on the top left-hand corner is a feminine touch few can resist.



Every smart fashion of the season is shown in this outstanding group for the Autumn wardrobe. Browns and blacks predominate but there are also smart new Parisian reds and greens.

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Katie has returned from her holiday and will be pleased to see her customers at any time between 9 a.m. and 7 p.m.

Manicuring for Ladies and Gentlemen by expert.

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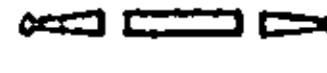
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Medium		SKIN
Wuddy	COLOUR HAIR	Oily
Dark		Dry
Olive	AGIN	Normal
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SEE THE BEST SELECTION OF FEATURES AT THE QUEEN'S.

GREAT LOVERS OF SCREEN TOGETHER IN "BAD ONE."

Dolores Del Rio and Edmund Lowe, the dynamic pair who made screen history in "What Price Glory," are teamed again in a spectacular picture reminiscent of their first success. This time it is in Miss Del Rio's initial talking picture for United Artists, "The Bad One" commencing, to-day, at the Queen's Theatre.

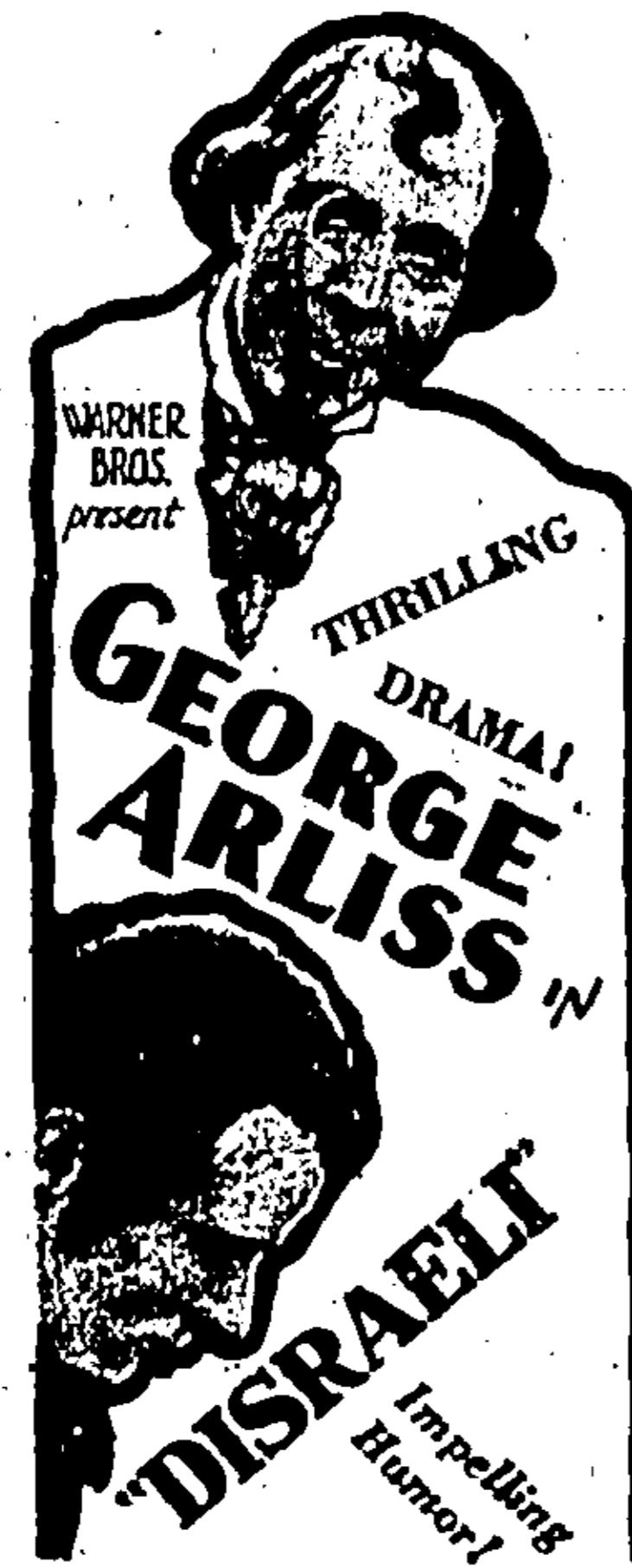
Sensing that the sensational success of the pair in "What Price Glory" was due not alone to the war story, but to a happy mingling of their personalities, George Fitzmaurice, producer-director, altered the original conception of their new vehicle so that Miss Del Rio and Lowe might again appear in startling characterizations.

In this spectacular story of the Marseilles, France, waterfront district, Miss Del Rio is seen as a witching coquette of the cafes whose wholesale, though harmless, amours with her customers displease the swaggering American sailor, played by Lowe.

The crux of the story is reached when the artful flirt, who considers herself immune from the sentiment of love, actually falls in love with the American. As the gruff sailor, Lowe gives a typical, unretouched portrait of a rough seaman whose better nature exerts itself under the influence of flashing eyes.

Though essentially a comedy-drama, with the humour stretched to the point of hilarity, the picture

NEXT CHANGE.



abounds with exciting moments, especially near the end, when a gripping prison revolt is shown with all its grim reality.

"The Bad One" presents Miss Del Rio and Lowe in what each considers the best acting roles of their careers.

"Churmaine" and "Sergeant Quirf" are together once more in a motion picture, although it in their original characters.

Dolores Del Rio, starring in the George Fitzmaurice production, "The Bad One," with Edmund Lowe, has the most powerful role of her career. It is the first time Miss Del Rio and Lowe have been together since "What Price Glory," when both made tremendous hits in their respective roles of the French girl and the hard-boiled top-sergeant.

"The Bad One" is a United Artists picture, based on an original story by John Farrow. It opens at the Queen's Theatre to-day.

Most interesting film fact of the day:

Metro-Goldwyn-Mayer's film library of "sounds" has over 30,000 feet of different kinds of gun shots, running from cap pistols to long range cannons.

SEE QUEEN'S
THEATRE... HEAR

THE QUEEN'S ASSURES YOU

THE BEST SHORTS WITH FEATURES.

GEORGE ARLISS, AMERICA'S GREAT ACTOR, BRINGS "DISRAELI," HIS BIG STAGE HIT, TO VITAPHONE SCREEN.

"Disraeli" Will Increase Prestige of Talking Picture, says Arliss.

"I think Disraeli will find much favour with the public and greatly increase the prestige of talking pictures because it represents the finest traditions of literary craftsmanship," says George Arliss, veteran stage star plays the title role of this Warner Brothers and Vitaphone picture which comes to the Queen's Theatre shortly.

Arliss, in addition to being one of the foremost character actors of the American and English stages, is also an author of note.

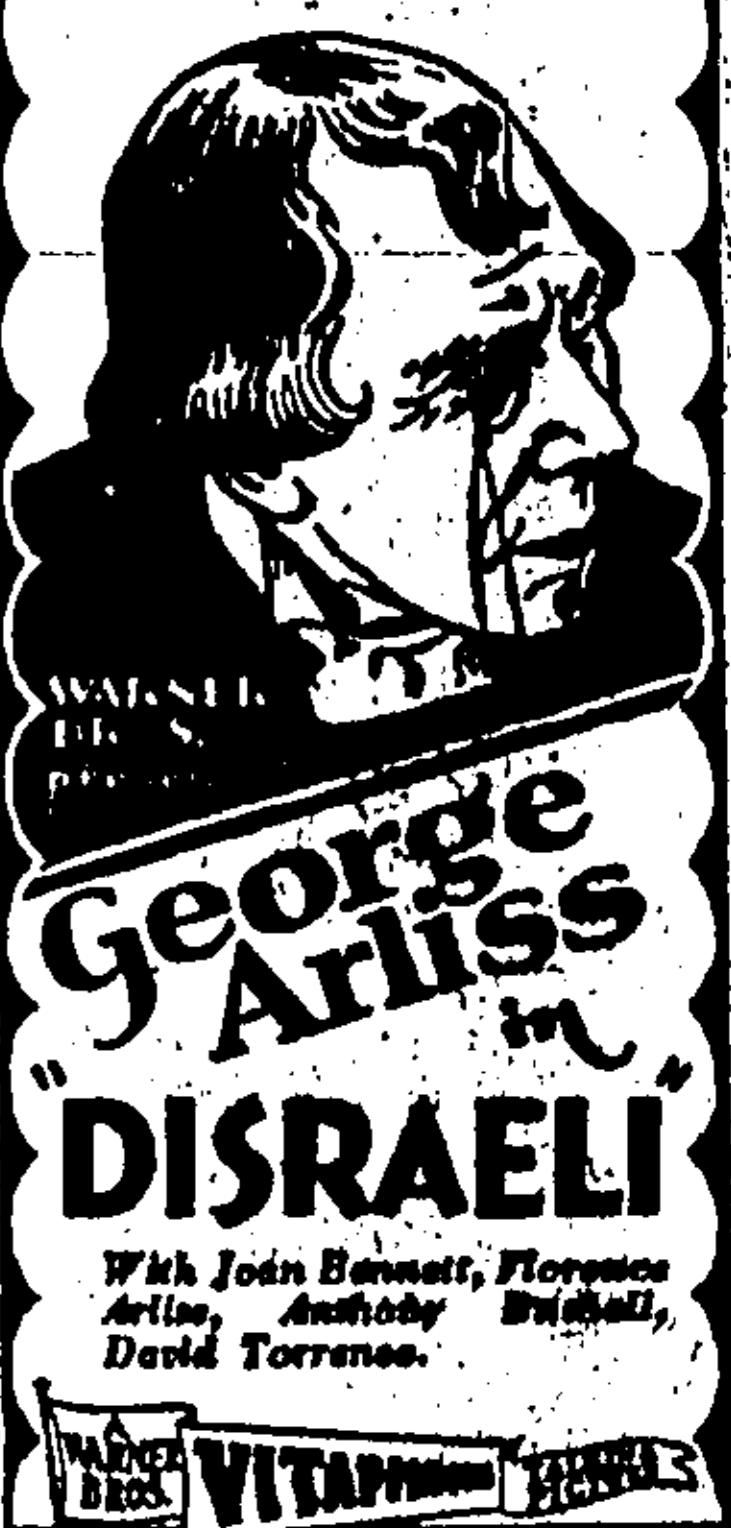
He wrote the play "Alexander Hamilton" in which he appeared during a long run in the title role, and has written several other one act as well as full length plays. His delightful autobiography, "Up the Years From Bloomsbury," was rated as one of the best non-fiction sellers the year it appeared, and is still in heavy demand.

"The literary quality of the lines and the dramatic construction of 'Disraeli' are excellent," says Arliss. "Louis N. Parker's original play was highly praised from the stand-point of literary craftsmanship, and the talking version has lost none of this quality. If anything, I believe it has been augmented.

"It is a solid, substantial, and

NEXT CHANGE.

A MASTER ACTOR IN A MAGNIFICENT DRAMA?



tensely dramatic play, and there is a good love story. However, I do not believe a love story is essential to a good play. One of my most popular plays was "Old English," the story of an old man, who had been something of a gay rip in his day. There was no love story at all, and yet the public approved it, and it was one of the most popular plays that I've ever appeared, packing theatres everywhere. 'The Green Goddess' was another of my great success and with 'Disraeli' among my favourite stage vehicles."

PITTS-TODD COMEDY IN PRODUCTION.

Production has started on WAR MAMAS, the Hall Roach comedy starring Zasu Pitts and Thelma Todd. A last minute switch was made in the cast, with the signing of Allan Lane for the role originally intended for Reed Howes. Howes, because of previous engagements, was unable to fill the assignment.

Lane, Warner contract player, may be remembered for his work in recent feature productions. Guinn "Big Boy" Williams is the other "boy friend" who plays opposite the popular Pitts-Todd team. Mickey Nolan is directing the picture.

TO-DAY TO WEDNESDAY



JOSEPH M. SCHENCK PRESENTS
DOLORES DEL RIO
"The BAD ONE"
WITH EDMUND LOWE
A GEORGE FITZMAURICE PRODUCTION

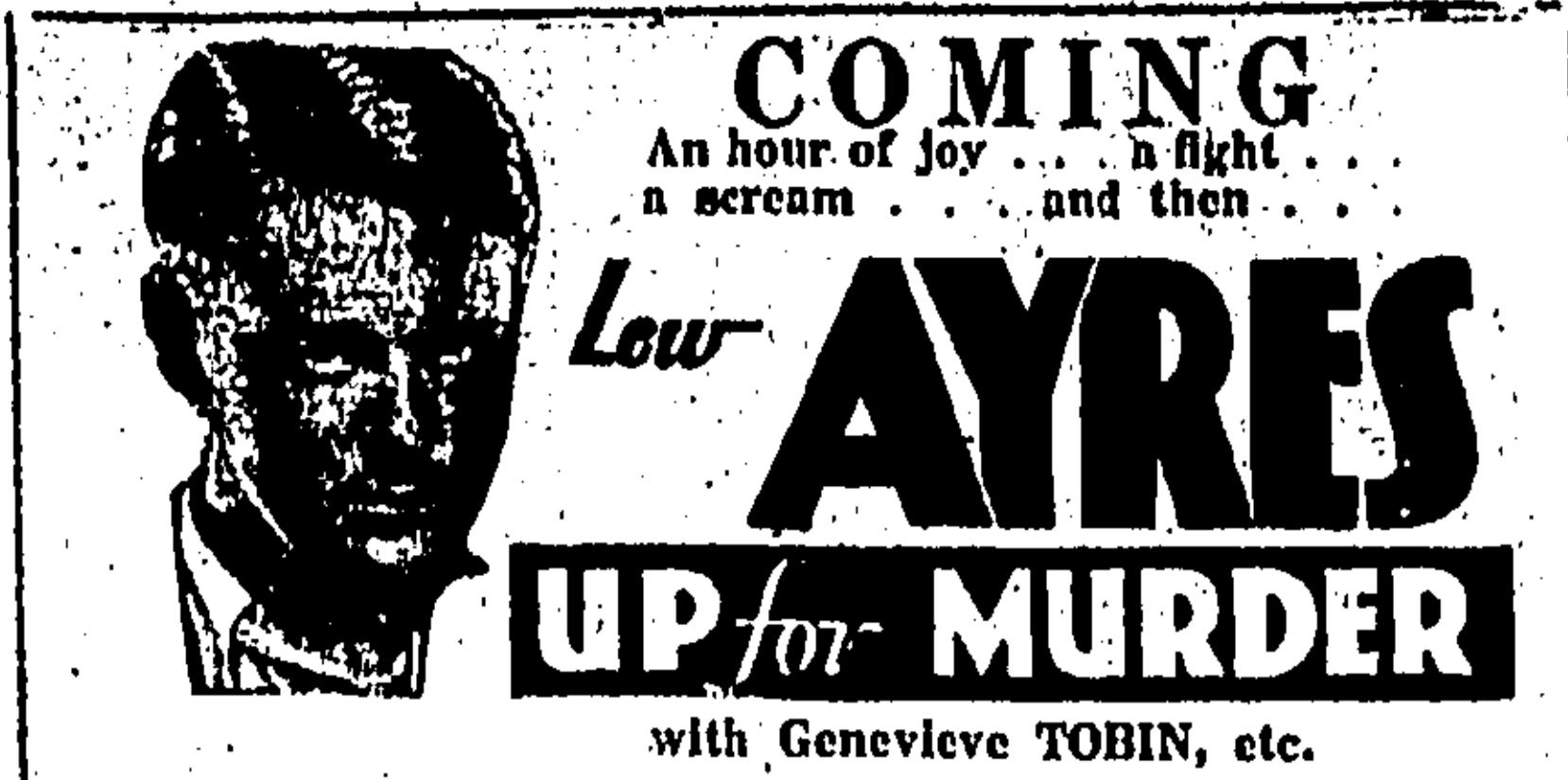
THRILL TO THIS GREAT FILM
AND GIVE LIFE NEW MEANING

Learn the art of flirtation as it is practised by two of the greatest flirts in all screen fiction.



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HEARST METROTONE NEWSREEL
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AT 2.30, 5.10, 7.15 & 9.20 P.M.

How Could He Withstand
The Allure Of Those Eyes,
Those Lips, Those Soft,
Warm Arms?



GIRLS!
GIRLS!
GIRLS!
WHAT WOULD
YOU DO

if you married a man whose
mother made all his decisions for him?

VIRTUOUS HUSBAND

A rollicking, uproarious comedy of a man—a regular guy, too—who thought a kiss was a sin, an embrace a crime! And what his wife went through to teach him the joys of life—WOW!

IT'S THE LAUGH HIT
OF THE YEAR!

In the cast: ELLIOTT NUGENT, BETTY COMPTON, JEAN ARTHUR, Tully Marshall, J. C. Nugent, Alison Skipworth. Presented by Carl Laemmle. Directed by Vin Moore. From the play "Apron Strings" by Dorrance Davis. Produced by Carl Laemmle, Jr.

THE MELODY MAN

Picture audiences, absorbed in the action of a story and in the personalities of players, rarely speculate on the amount of time, labour and expense involved in making the background of scenes—"sets"—so perfect that they attract no attention in themselves. Yet even the simplest room depicted on the screen represents endless research work, ingenious planning and sketching by artists and the painstaking attention to details on the part of studio technicians.

For example, before plans were formulated for sets for "The Melody Man," the Columbia all-talking

musical drama coming to the Central Theatre on Thursday, the research department spent some time going through the files for suitable models of old New York flats and Austrian Court.

After the studio artists had made sketches from the models, incorporating the necessary alterations called for in the script, it was submitted to Director R. William Neill. He had certain fixed conceptions of pieces of business to be enacted on the set, which necessitated still further changes. When these had been made, plans for the sets were drawn up in architectural detail and turned over to the construction department for completion.

"MEXICALI ROSE."

Another Broadway stage star to migrate to the screen is Barbara Stanwyck, who plays a leading role in "Mexicali Rose," the Columbia all-talking film of the colourful Mexican border life, coming to the Central Theatre on Thursday. This is her second screen appearance.

Barbara Stanwyck, recruited for the stage from the New York night clubs, proved the sensation of the theatrical season when she made her debut as the heroine in "Burlesque." Her work in this play stamped her as one of America's leading actresses.

Her role in "Mexicali Rose" is a colourful one, admirably suited to her vivid personality. Sam Hardy appears opposite her.

THE VICE SQUAD.

The Cast.

Stephen Lucario ... PAUL LUKAS
Alice Morrison ... KAY FRANCIS
Madeleine Hunt, HELEN JOHNSON
Magistrate Morrison ... William B. Davidson
Detective-Sgt. Mathor ... Rockliffe Fellowes
Josie ... Esther Howard
Max Miller ... Monte Carter
Pete ... G. Pat Collins
Tony ... Phil Tead
Doctor ... Davidson Clark
Court Attendant ... Tom Wilson
Second Magistrate ... James Durkin
Prosecutor ... William Arnold

The Story.

The debonair Paul Lukas, having been forced to leave the Washington diplomatic set because, in an argument to save a woman's name, he pushed a man who later died of the blow, is now a "stool pigeon" in the employ of the vice squad of a large city police force.

If he could, he would give up the lowly calling to which he has fallen but the unscrupulous sergeant of police, Rockliffe Fellowes, who directs Lukas' activities, has "the goods on him" in the form of written testimony telling about the fatal fight. It is evidence which would convict Lukas of murder.

Lukas is in love with Kay Francis, sister of William B. Davidson, city magistrate, before whom appear most of the girls and women brought to trial by Lukas. To prevent Kay and Davidson from knowing the truth about his onerous work, he never appears at the trials.

One day Fellowes learns that Lukas has been seen conversing privately with Davidson. He suspects Lukas of revealing police secrets and warns him to stay away from Davidson or be exposed as a murderer on the old charge.

Thus brow-beaten, Lukas goes to "speak" and gets biffed. While

COMMENCING TO-MORROW

SILENCE . . . is the price
of her love!

This woman can forgive him
anything the world does not
know. Honour demands he bare
his past to save an innocent
girl's reputation.

Drama that tears a man's quiver-
ing soul to pieces! Exciting,
punchful, real!



PAUL
LUKAS

KAY
FRANCIS

IN THE VICE SQUAD

A Paramount Picture

there he whips a bum who tries to
insult Helen Johnson, young and
pretty writer, and Esther Howard,
her girl friend.

A few hours later, the girls save
Lukas from a fall under the tracks
of a subway train. Helen takes him
to his flat and nurses him back
from the shock.

By a ruse Fellowes, who is in-
tensely jealous of Lukas' good breed-
ing, gets Helen's address and subse-
quently "frames" an arrest of her.

But Esther Howard learns that
Lukas is a stool pigeon. She goes
to him and tells him Helen was

unknown to Lukas.
"framed" and will probably do six
months in the reformatory, suffer-
ing a great disgrace.

There is only one thing to do.
Lukas must save Helen, for she
once saved him. And so he appears
at the hearing, testifies against the
unscrupulous Fellowes as a "framer"
and is himself arrested on the old
charge of murder.

He is found guilty of the charge
— but he has saved Helen, —
and lost Kay.

COMING SHORTLY! DOUBLE ATTRACTION

COLUMBIA PICTURES presents
AN ALL-TALKING MUSICAL DRAMA

THE MELODY MAN

WITH ALICE DAY, WILLIAM COLLIER, JR. and JOHN ST. POLIS
DIRECTED BY R. WILLIAM NEILL

ROMANTIC!
Touching story of a
master musician whose
art is sacrificed on the
altar of fatherly devotion.
Superb Screen
entertainment.

A DRAMATIC SENSATION

MEXICALI ROSE

ALL TALKING ROMANCE OF OLD MEXICO
WITH BARBARA STANWYCK and SAM HARDY
DIRECTED BY ERIC C. KEMTON

Hero is a talking pic-
ture pulsating with
life, colour, romance,
and thrills. A drama
of volcanic emotions,
tense moments—bit-
ing action—and stu-
pendous climaxes!



To-day & To-morrow



WORLD'S GREATEST ENTERTAINER — HIS GLITTERING CLIMB TO GLORY

Short Biography of Al Jolson, Now at the Majestic Theatre in "The Singing Fool."

Years ago an unhappy little boy used to sit at Sunday School in his father's class and sing mournful Jewish hymns. He had a melodious, pathetic voice with a wail in it which his father was training for the synagogue. Cantor Yelzon, with all the earnestness of a profoundly religious man, conducted his home just as he had done in Russia where his boy was born. He had decided long ago that America was not going to interfere with his religious views or those of his children.

But Asa did not want to sing in the synagogue. He wanted to sing and play the bright, happy tunes which Cantor Yelzon always called wicked. Asa wondered why they were wicked. They seemed beautiful to him.

When things at home finally became too drab for Asa, he ran away and joined a circus as a ballyhoo man. Some time later he returned to Washington, his home town, not to devote himself to religion as his father had hoped, but to sing in a cabaret. The Cantor was heartbroken. No son of his was going to sing sinful songs in a music hall. He had the boy placed under surveillance in a home, but he could have spared himself the trouble, for all the good it did. Asa joined a burlesque show as soon as he was free. After all he was a Yelzon, and if his father could be adamant, so could he.

He was fully grown when he appeared in vaudeville, under the name of Al Jolson, with his brother and a friend of theirs. Things were not so rosy as he had thought they would be. Wages were small, and he hardly ever had enough to get along on comfortably. He was still a white face comedian at that time, and perhaps he would have been to this day if not for an old negro who sometimes helped him in dressing. He was not able to employ a regular dresser then.

"Boss, if your skin's black, they always laugh," the daddy said. (Continued in Column 6.)

"RESURRECTION" TRUE STORY FROM TOLSTOY'S OWN LIFE

Famous Novel, Now Brought to Screen with John Boles and Lupe Velez as Stars, in Reality a Confession.

The story of "Resurrection" is a confession. That fact is now being made public in connection with the forthcoming Oxford Press Edition of all of Count Leo Tolstoy's works, an edition which will present for the first time the Tolstoy novel which has been the most widely read in English of any of his works in the original form in which he intended to have it published.

The story is not only a confession, but also for the first time it is now being disclosed by his biographer that the main complication of the "Resurrection" story, as it will be seen at the Majestic Theatre soon, actually happened in real life. In fact, it happened twice. The personal experience and the related experience made such a deep impression on Count Tolstoy that he expended upon this book more pains, more care, more of his own genius and knowledge of life and love than he did on any of the other fiction which he turned out so rapidly and so successfully all his life.

The incident on which the most dramatic scene of "Resurrection" is founded, runs somewhat like this: A girl was being tried in the criminal court for a serious infraction of the law. One of the jurors recognised her as a girl that he had seduced some years before. It came over him that he was the cause of her downfall, that he had started her on the downward path that had brought her to the bar of justice as a criminal. Conscience-stricken, he decided to atone for his offence by marrying her. Before his efforts to get her out of prison were successful, however, she contracted typhus in prison, and died.

This circumstance was related by his friend and attorney, A. F. Koni, to Tolstoy very soon after it occurred. Tolstoy was greatly impressed by the story. He said nothing.



ing to Koni about it, but three months before his death, he told Birukov, his Russian biographer, why it was that this story had

moved him so greatly. They were walking in an avenue of trees at Tolstoy's home, Yasnya Polyana, when Tolstoy turned suddenly to him and said:

"You always write good about me. That is incorrect and partial. The bad should also be told. In my youth I led a very bad life, and two incidents in it specially torment me till now. And to you, as a biographer, I tell this, and ask you to put it in my biography. The two occurrences were: an affair before I was married with a peasant woman of our village. This is alluded to in my story, 'The Devil.' The second was the crime I committed by seducing a maid-servant, Masha, who lived in my aunt's house and who was then dismissed and banished."

This confession, together with more of the detailed history of Tolstoy's tempestuous love affairs before he married, will be issued in the Oxford Edition in connection with this new and unabridged version of "Resurrection." As one sees the picture on the screen, the facts of its remarkable court room scene with the jurors sitting in judgment on one he had wronged may seem rather far-fetched, but the fact that it is founded on two experiences which are almost identical and which actually happened, proves all over again that truth is stranger than fiction.

Nevertheless, the story of "Resurrection" has been one which has appealed mightily to almost every form of art, having appeared prior to its talking screen version, soon to be seen at the Majestic Theatre, in almost every other form. In which a human story can be told. It was first a newspaper serial, then a novel—and that novel translated into twenty-eight languages—then a stage play, a moving picture, a grand opera, and now through the painstaking and almost reverent direction of Edwin Carewe, has reached the latest and most graphic means of expression, the talking screen, with John Boles playing the role of Dmitri and Lupe Velez that of the wronged ward in his aunt's home.

TUESDAY & WEDNESDAY

A kittenish girlie with saucer eyes and golden hair turns a few twenty minute eggs into gentle lambs — for a few days . . . And what follows will turn anyone into a laugh marathoner, in this Fox Movieland comedy riot featuring

SPENCER TRACY,
CLAIRE LUCE,
WARREN HYMER,
HUMPHREY BOGART,
WILLIAM COLLIER, Sr.
JOAN ("CHERIE") LAWES.

story by Maurine Watkins.

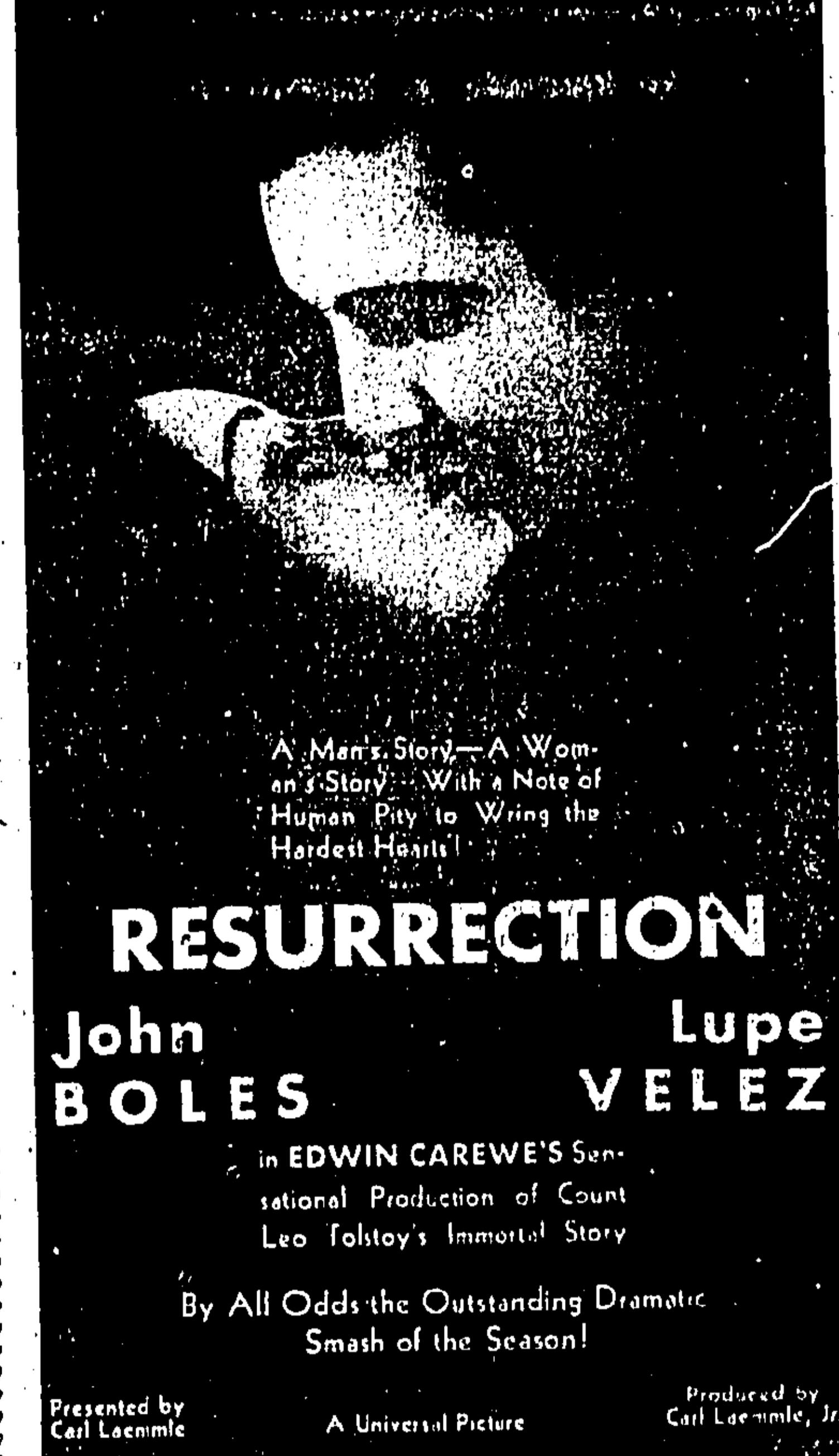
directed by
JOHN FORD
Staged by
William Collier, Sr.

UP THE RIVER



COMING!

The Glory of Human Love!
The Damnation of Flaming Passion!



RESURRECTION

John BOLES Lupe VELEZ

in EDWIN CAREWE'S Sensational Production of Count Leo Tolstoy's Immortal Story

By All Odds the Outstanding Dramatic Smash of the Season!

Presented by Carl Laemmle, Jr. Produced by Carl Laemmle, Jr.

"UP THE RIVER" AT PLAYHOUSE.

SPENCER TRACY AND CLAIRE LUCE HEAD LARGE CAST IN NEW FOX MOVIECAST IN COMEDY.

Coming at a time when genuinely hilarious comedies are at a premium, "Up The River" opens at the Majestic Theatre next Tuesday bearing the advance reputation of being the funniest picture since the advent of the talkies.

Many unique features are said to characterize this production which is John Ford's first humorous directorial effort for Fox Movieland. The story, an original by Maurine Watkins, author of that satiric triumph "Chicago," revolves around the earnest efforts of two hardboiled burglars to promote a romance that begins behind the bars.

These lads hold the jail-breaking championship of the country, and they employ their peculiar talents with considerable frequency, even to the extent of breaking out of one jail to get into another when the comforts of the first do not measure up to their standards.

Meanwhile, the romance staggers along, helped over the bumps by the aforementioned volunteer Cupids, who eventually manage to bring it to a satisfactory conclusion. Spencer Tracy, Broadway star of "The Last Mile," and Warren Hymer play the roles of love's little helpers, with Humphrey Bogart and Claire Luce in the romantic leads. Miss Luce is a delightful newcomer to the screen. William Collier, Sr., and Joan ("Cherie") Lawes are also featured.

The supporting cast includes George MacFarlane, Sharon Lynn, Gaylord Pendleton, Robert O'Connor, Noel Franks, Goodwin Montgomery, Louise Mackintosh, Morgan Wallace, Black and Blue, Johnnie Walker, Pat Somerset, the Keating Sisters, Edith Chapman, Dick Keane, Harvey Clark, and dozens of other notables have roles of importance.

The outstanding feature of the offering and the one which has made it a sensation wherever it has played, is the manner in which the comedy is sustained throughout the story. With a few well-scattered lapses into seriousness to heighten the effect, the production is said to be a continuous roar from start to finish.



ALL STAR CAST HEADED BY
McLAGLEN, LOWE, BRENDEN
AND NISSEN.

"Women Of All Nations" is the third adventure, through which Walsh has guided "Flagg" and "Quirt," and the famous screen team of Victor McLaglen and Edmund Lowe, who portrayed these characters in "What Price Glory" and "The Cock Eyed World" are again seen as the two fighting and loving marines.

As befitting the title of the current picture, "Flagg" and "Quirt" pursue their amorous activities in many lands, including Nicaragua, Sweden, Panama, and wind up in Turkey, right in the midst of a Turkish harem.

In "What Price Glory" it is a raven-brunette, Dolores Del Rio, who caused most of the trouble; in "The Cock Eyed World," an intriguing red head, Lily Damita, but in "Women Of All Nations" it is a glorious blonde who causes the two Marine hearts to go flutter. And what a blonde she is—the most beautiful one on the talking screen—Greta Nissen.

Miss Nissen is the first blonde sex appeal in the lives of these two dame chasers, and to confuse them there are scores of blondes, brunettes, red heads and black heads in the picture.

El Brenden, who made his screen debut in "The Cock Eyed World," is again "Olsen," the blundering Swede marine and a great foil for the roughnecks. The supporting cast is truly all star as one must agree when such names as Fifi Dorsay, Marjorie White, Humphrey Bogart, Joyce Compton and T. Roy Barnes are in the lineup.



CAPABLE FILM CELEBS HEAD
ARLEN SUPPORT.

Fay Wray is Romantic
Lead.

Fay Wray and Claude Gillingwater head the supporting cast of "The Conquering Horde"—Richard Arlen's latest starring picture which comes to the King's Theatre for 3 days beginning on Thursday.

Miss Wray was teamed with Arlen in "The Border Legion" and she was the heroine of Gary Cooper's "The Texan."

Gillingwater is a veteran of stage and screen. He plays the role of Jim Nabors, the ranch foreman, in this classic of the post-war West.

Others in the cast are Frank Rice, Arthur Stone and George Mendoza, three capable character comedians; Charles Stevens, the "Injun Joe" of "Tom Sawyer"; Ian McLaren, who made a great personal hit in "Journey's End"; Ed Brady and James Durkin—who have been featured in many "heavy" roles.

A large group of real Indiana complete the cast.



KING'S THEATRE

WE ASSURE
YOU COM-
FORTABLE
SEATS,
PERFECT
SOUND
AND THE BEST
FEATURES.

COLOUR BIOGRAPHY OF NORDIC
BEAUTY WHO PLAYS LEADING
FEMININE ROLE IN WALSH'S
"WOMEN OF ALL NATIONS."

Greta Nissen, who enacts the feminine lead in Raoul Walsh's "Women Of All Nations," and which depicts the further adventures of "Flagg" and "Quirt," as interpreted by Victor McLaglen and Edmund Lowe is acclaimed the most beautiful natural blonde of stage and screen.

She has never stepped foot into a beauty shop and cold cream is her only cosmetic.

Her wealth of gorgeous blonde hair has never known the touch of hair dresser or barber—she even cuts it herself.

Never attends a premier or first night.

Preferred the stage to silent pictures, but now loves talking pictures.

Her chief hobby is driving a high-powered motor car.

Has never been married, not even engaged.

Speaks several languages fluently, French, Danish, Norwegian, English and German.

Is a Norwegian, born in Oslo. Is financing her brother who is studying literature and sculpture. Made first professional appearance at the age of six.

First New York appearance was in "Beggar On Horseback."

Spent a full year playing the lead in "Hell's Angels," but does not appear in the picture.

Weights 122 pounds. Is 5 feet 4 inches tall.

Has a fascinating shyness and blushing at the slightest provocation. Lends to cardinal red in the matter of gowns and likes to wear flaming red hats with navy blue gowns.

Regards Raoul Walsh as the



Raoul Walsh's
WOMEN OF ALL NATIONS
with VICTOR McLAGLEN
EDMUND LOWE
GRETA NISSEN EL BRENDEN

They love to fight — and fight to love
... perpetual foes and permanent
friends — those two cock eyed
marines, Vic and Eddie, in a trave-
laugh of love, kissin' and Nissen.

The famous Stallings and Anderson characters,
Flagg and Quirt on a new rampage

FOX

greatest director in films.
Has never forgotten his kindness
and patience when she was hunking
The Wanderer.

On those days she was not work-
ing on "Women Of All Nations" she
sat on the side lines, watching.

Broke up many scenes by screaming
at the antics of El Brenden her
favourite comedian.

In resting moments Brenden
teaches her tricks in magic.

Comes from a cold and stormy
country but never wears rubbers or
gloves.

Lives at the Beverly Wilshire
hotel.

Eats breakfast and dinner in her
suite.

Rides on the bridle path, an
Arabian horse from Vic McLaglen's
stable.

Has never heard Amos and Andy.
A superb siren on the screen and
a real patrician off.

Won't discuss the marriage ques-
tion.

Hopes to remain in audible pic-
tures for some time to come.

Her pictures include, "In the
Name Of Love," "Fazil," "The
Lady Of The Harem," "Blonde and
Brunetto" among others.

**SCREENLAND FEATURES
FOR THE WEEK**

Daily at 2:30, 5:15, 7:15, 9:30 p.m.

To-day to Wednesday—Those gor-
geous blondes and brunettes in
Raoul Walsh's Fox Picture,
"Women Of All Nations," with
Victor McLaglen, Edmund
Lowe, Greta Nissen, El Brenden,
Fifi Dorsay, Marjorie White
and Joyce Compton.

Thursday to Saturday—Richard
Arlen and Fay Wray in "The
Conquering Horde," a Para-
mount picture with more than
100 capable actors in the
supporting cast.

The CALL of the OPEN ROAD

Hongkong Sunday Herald.
MOTORING SECTION

HONG KONG, OCT 25, 1931.

RUBBER WONDERS.

Tyre Executive's Weekly Word Pictures.

Speaking over a nation-wide N.B.C. network which reaches an estimated audience of 40,000,000 persons, Harvey S. Firestone, jun., is telling the romantic story of rubber development in a series of brief word pictures forming a part of the



Firestone radio programme, which is now on the air every Monday night.

In these talks Mr. Firestone, who is vice-president of The Firestone Tyre and Rubber Company, confines himself almost entirely to the human side of the industry, avoiding technicalities. Always a close student of the business in which his father pioneered, he has witnessed many interesting episodes and unusual

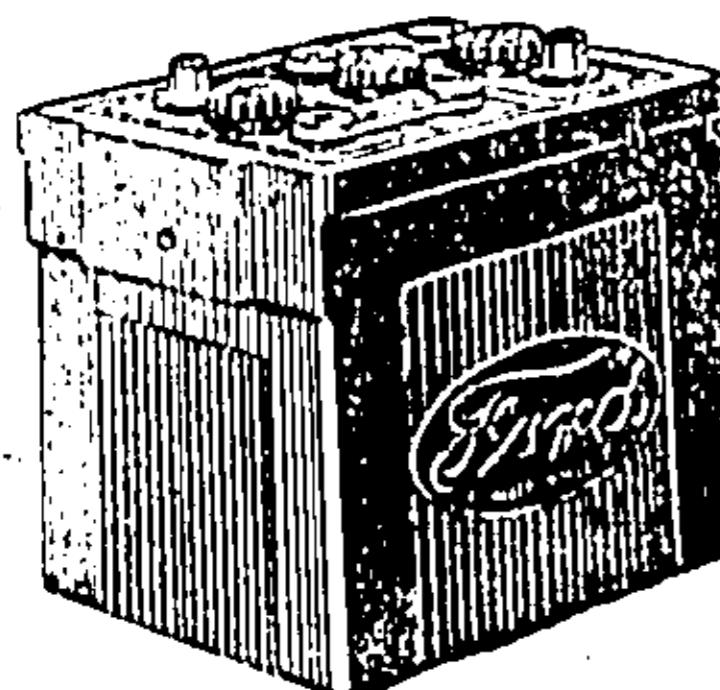
highlights concerning rubber which he will use in his short broadcasts.

In the automotive world Mr. Firestone has gained distinction as an authority on the growing of rubber and its many thousands of uses. On numerous occasions he has spoken on the subject by invitation of some of the leading industrial and commercial organisations of the country, and the facility with which he interprets the great moments of rubber history in terms of living events has carried the story to audiences with colourful effect and easy understanding.

The background for his familiarity with the subject has been gained over a period of years. In 1926, following the Stevenson Restriction Act to limit the production of rubber on British owned plantations as a means of raising prices, and in connection with his father's campaign that "Americans should produce their own rubber," Mr. Firestone made a world tour to study the availability of various countries for rubber growing. Based on the data accumulated in those travels, he selected Liberia as the ideal place for his own company to produce the commodity and negotiated a 99 year lease with the Liberian Government for 1,000,000 acres of land. As vice-president and general manager of the Firestone Plantations Company, he has since been in charge of the extensive operations there, in addition to his duties as an executive of the parent company.

Although not inexperienced as a speaker before the microphone, (Continued at foot of next Column.)

An excellent
Value . . . the Ford
battery



The price of the Ford Battery is \$57.50 less the allowance we make on your old battery. It is a 13-plate battery, 6 volt, 80 ampere-hour. It is made throughout of finest materials, with skilled workmanship. Rigidly tested and fully guaranteed. Come in and let us install one of these reliable, long-life batteries in your car.

Full-sized

Can be used on practically
all makes of cars
Ideal for radio purposes

WALLACE HARPER & CO., LTD.
745, Nathan Road, Mongkok, Kowloon.

Authorized Service Dealer:
IDEAL MOTOR CAR CO.
416/20, Lockhart Road, Wanchai.



FORD MOTOR CO., EXPORTS, INC.

Shanghai

Over twenty million Fords have been sold.

WILLYS SIX. 76 Miles in 75 Minutes Is Made.

Thrown into competition in a large field of cars, many of which were powered by eight cylinder engines, two Willys Six cars, strictly stock, came through with flying colours to place first and second in a recent annual mountain race between Mexico City and Puebla. The winning Willys Six covered the course of 75.8 miles in 75 minutes. Better than a mile a minute.

For years the mountain race between Mexico City and Puebla has been accepted as one of the most gruelling tests to which a car could be subjected. It is a run which is merciless in taxing the power, speed and stamina of a car. It is considered a duplication of the Pikes Peak course, on which two Willys Six stock cars placed first and second in 1920, winning the Penrose Trophy.

More than 50 per cent. of the route between Mexico City and Puebla consists of steep grades, turns and constant climbs over the mountains.

At the start of this run the cars first speed out of Mexico City over a level route about twenty miles and then climb almost constantly. The ascent is at a grade of about 7.22 per cent.

The highest point reached is approximately 10,486 feet above the level of the sea. This means a drastic change in altitude and is a severe test on carburetion.

The remarkable mile-a-minute average maintained by the win-

SIX OPERATIONS. To Restore Engine Power.

The correct engine tune-up to restore engine power, according to H. A. Alfot, Service Manager of General Motors Export Company, involves six operations as follows:

1. Spark Plug — Check for correct type of plug — check for proper gap, using feeler gauge — replace the plugs if badly worn or if used for 10,000 miles or more.
2. Ignition Cable — Check for deterioration or breaks.
3. Distributor — Check breaker point gap, use feeler gauge. Replaced points if pitted or worn too much.
4. Spark Timing — Check for correct timing — synchronise breaker points if necessary.
5. Valve Clearance — Check for proper lash, use feeler gauge.
6. Carburettor — Set the idling speed and adjust carburettor exactly in accordance with instructions furnished by the manufacturer.

A haphazard tune-up, Alfot says, is only partly satisfactory. On the other hand a definite orderly tune-up costs little, is quickly completed, and increases greatly the pleasure of driving an automobile.

30,000 OLD CARS. Salvaged by Ford This Year.

More than 30,000 old automobiles have been salvaged by the Ford Motor Company since it began the salvage work as an experiment early this year. The salvage line is now averaging 600 cars and trucks a day from Detroit and vicinity.

Old cars are purchased from dealers who take them as part payment on new Fords. On the salvage line everything in them is reclaimed to serve some useful purpose. Artificial leather is made into aprons, upholstery goes into hand pads, floor boards serve as crate tops, glass is used for window panes, and metal is utilised in the making of steel.

Cars of all makes find their way into the salvage line — a moving conveyor on which the cars ride slowly along while workmen strip them of their various materials. Some of them are Model T Fords, some are makes that have been out of production for years, and others are automobiles that in their day were driven by liveried chauffeurs.

CARS THAT FLY.

Opinion of a Great Aviator.

Among the experts who have welcomed with enthusiasm the principle of free wheeling which Hupmobile has adopted for all its models, the name of Emory Bronte, well-known American aviator, deserves being mentioned.

Bronte — who owns a powerful 100 H.P. Hupmobile 8 — was the first civilian pilot to fly from California to Hawaii, and is at present the manager of the aviation department of a famous American oil company. His opinion, therefore, is worth being taken into consideration, more so since he has just put his Hupmobile under the most strenuous tests one can imagine.

"There is nothing that has contributed more to safety in driving than free-wheeling," says Bronte, adding: "There is no more guessing in shifting and the driver does not even have to use the clutch. One only has to touch the gear lever to shift from second to high, for instance, without losing speed."

The American pilot further states: "The Hupmobile free-wheeling principle affords the same feeling as an aeroplane, which finding an obstacle while about to land, rises again to

Willys Six Repeats Pikes Peak Victory



Flashing up the gruelling 124-mile route to the summit of Pikes Peak, a strictly stock Willys Six Roadster for the second successive year, won the annual climb up the side of the historic mountain on Labor Day. Second place was also won by a Willys Six Roadster. Despite strenuous test of a car's inbuilt stamina, power, reliability and safety, these two popular low priced sixes functioned perfectly throughout the race, the winning time being 25 minutes, 39 1/2 seconds. The picture also shows the winning Willys Six rounding one of the 203 curves as it climbed toward the goal, 14,109 feet above sea level. The race was under supervision of the A.A.A.

Flashing Willys Six over the race course is a tribute to its ability to give outstanding performance under the most severe conditions and on sustained runs. The matter of safety was another feature of the Willys performance. Although there were many sharp curves on the course, the low centre of gravity of the car and its wider tread enabled it to cling to the road and negotiate the turns at high speed without danger and with minimum driving effort.

CZECH CAR MAKERS.

An indication of the stabilisation of motor manufacturing in the smaller countries of Europe is seen in the agreement of the three largest Czechoslovak automobile manufacturing companies to establish a joint production and sales organisation. The purpose of this agreement is to accomplish rationalisation of the companies and to reduce overhead expenses.

MOTOR ROAD ON WALL.

The ancient city wall of Tsingtao, capital of Shantung Province, China, has been converted into a highway to which only motor cars are admitted. Broad approaches were built at the various city gates. These have been levelled and the top of the wall provides a comfortable thoroughfare for fast-moving traffic, comparable to some of the elevated highways that have been constructed in America.

SIMPLE TYRE REPAIRS.

Should a succession of punctures leave one without any repair patches, an experiment worth making in an emergency is to fix a postage stamp, or some "stamp paper," over the puncture. This has been known to carry a driver at least to the nearest garage.

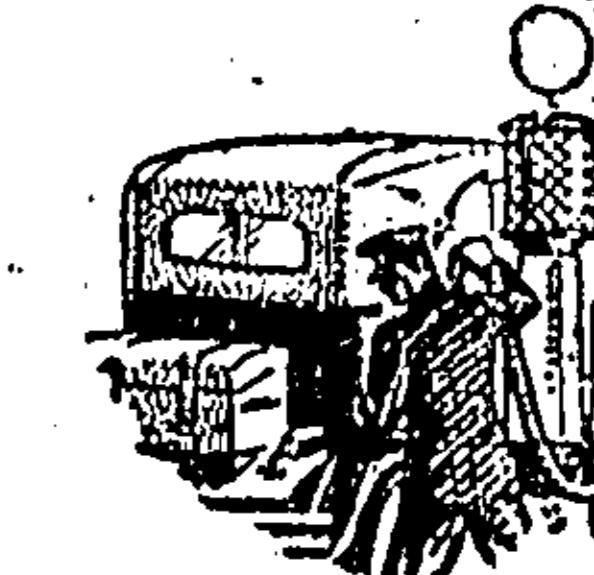
BUSINESS OPPORTUNITY.

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safety with the slightest touch of the stick."

If one bears in mind that besides the advantages mentioned by Bronte, free-wheeling represents a saving in gas which amounts to 15 to 18 per cent. while at the same time greater distances are covered in less time, it is easy to understand why the above-mentioned pilot ends his statement as follows: "Free-wheeling in my opinion, is the greatest development that has been introduced in the automotive field. To realise that, one only has to try Hupmobile in heavy traffic — the car seems to fly and the driver never feels safer!"

" . . . light-hearted I take to the open road, 'Healthy, free, the world before me.'



WILLYS TRUCKS.

Winning Popularity By Performance.

In the commercial field where purchases are made more upon the basis of mechanical excellence and proven performance than upon any other consideration, the trucks manufactured by The Willys-Overland Company are making noticeable progress in public favour.

Department stores and various other retailers are finding Willys truck speedy and dependable for delivery service. Drug and chemical houses, food and cereal producers, florists, fuel merchants, furniture and hardware dealers, handlers of meats and produce, paper and print houses, plumbers and numerous other categories of truck users, whose profits depend on fast dependable service, are among the purchasers who are finding in the Willys 1/2 ton and 1 1/2 ton models the satisfactory solution of their transportation problems.

The rapid increase of popularity of the Willys Six Commercial units is readily explained by the fact that the Willys Six 1 1/2 ton Truck Chassis Models are the lowest priced units in this capacity range featuring a six cylinder 65 horsepower engine, full force feed lubrication, bridge-type frame cross members, heavy duty cast spoke wheels, with optional dual rear wheels, of unit design, heavy demountable type rims interchangeable on both single and dual wheels, and a full floating rear axle.

The Willys Six 1 1/2 ton truck and bus chassis is offered in two wheel-base lengths, 131-inch 157-inch, each available with such a variety of body types that the requirements of any user of trucks or buses in this weight class have been anticipated and can be promptly supplied.

In addition to the 1 1/2 ton models is the Willys 1/2 ton, 113-inch wheel-base chassis, selling at a still lower figure. The half ton units are offered with a choice of body types — Deluxe Sedan Panel, Deluxe Canopy Express, Deluxe Closed Cab with wide steel pickup box and Station Wagon or Suburban. Low cost, combined with distinctive and smart appearance has gained great popularity for Willys light delivery vehicles.

The company is being amply repaid for the time and care spent in perfecting the details of these commercial units, by the ever increasing volume of business attributable largely to the reputation the trucks have gained for highly satisfactory performance and low maintenance cost in actual service.

20 YEARS' VOW.

Business Man Now Released.

After twenty years of steadfast adherence to his vow never to use a motor-driven vehicle, Christiano Heyn Hamann, a well-known business man of Rio de Janeiro, Brazil, has been released from his pledge and is now owner of a Ford town sedan.

Senor Hamann is a man of devout faith, and during the score of years in which he practised his vow his carriage and mules were a familiar sight about the capital. When he finally became convinced that he would like to be relieved from his vow, he presented his position to the Archbishop of Brazil, Sebastio Leme, then about to sail for Rome to receive the appointment of Cardinal.

After some time had elapsed, Senor Hamann received a cable from the newly appointed Cardinal that the Pope had released him from his vow. He at once paid his order for the Ford.

An interesting point in connection with this story is that he employs as his chauffeur the same driver who piloted his Victoria during the years he abstained from using a motor car. He will not permit the chauffeur to drive more than twenty miles an hour, feeling that such speed is ample for all his requirements.

CHEVROLET FORGES AHEAD.

The production of the Chevrolet Motor Company for May, 1931, was the largest single month's output of the Company since July, 1929. During May 113,852 units left the assembly line. Chevrolet expects to produce 1,000,000 cars during the current year. With an accomplishment of 437,950 units for the first five months of the year, 562,050, or approximately 80,000 vehicles a month will be built between now and the end of December.

ONE BATTERY in TEN needs a recharge Does Yours?

An undercharged battery will turn over the motor but it's burning itself up; is short lived and may go dead suddenly. Be safe and let us test your battery. Drive irregularly and take advantage of our free service.

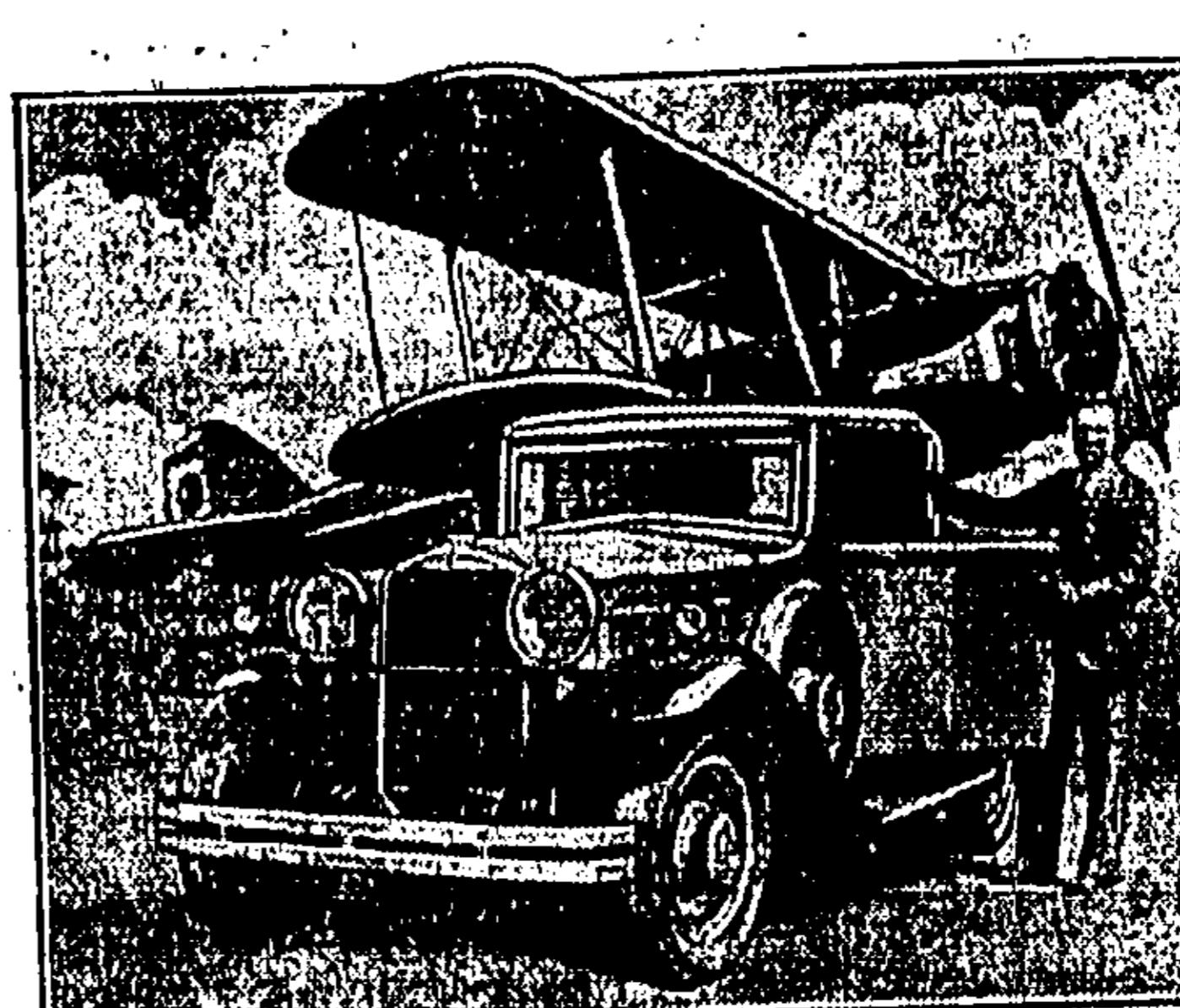
Firestone BATTERIES



THE DRAGON MOTOR CAR CO., LTD.

Telephone 30223.

33, WONG NEI CHUNG ROAD,
HAPPY VALLEY.



Over twenty million Fords have been sold.

FISK
AIR-FLIGHT
PRINCIPLE TYRES
MEANS MORE
mileage
GUARANTEE TO OUTWEAR
ANY TYRE OF EQUAL PRICE
WHEN RUN UNDER THE SAME
CONDITIONS.

Obtainable at all garages upon request.

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GILMAN & CO., LTD.
Telephone 28011.
Hong Kong Bank Building.



West Indies
GTA FISK

BUYERS' GUIDE

MOTOR CARS.

AUCTIONS.—All makes can be seen and purchased at Whitta's Motor Auctions, Cameron Road, Kowloon.
ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Gooke & Co., China Building. Tel. 22221.
FORD.—Wallace Harper & Co., Ltd.
HILLMAN CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.
HUMBER CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
PONTIAC.—The Oriental Motor Car Co., 303-9, Hennessy Road, Tel. 20406.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
SUNBEAM CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.
WILLYS CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.
WILLYS KNIGHT CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 23011.

MOTOR TRUCKS AND TRACTORS.

AUCTIONS.—Hong Kong Used Cars Co., Cameron Road, Kowloon.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Gooke & Co., China Building. Tel. 22221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Gooke & Co., China Building. Tel. 22221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.
WILLYS TRUCKS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

MOTOR CYCLES.

AUCTIONS.—Cameron Road, Kowloon.
B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
HARLEY-DAVIDSON.—Gascor Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 50242 & 57804.
NORTON.—The Sincere Co., Ltd., Des Voeux Road. C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co. (S.C.) Ltd., Asiatic Bldg.
TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
FISK TYRES.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—Gooke & Co., China Building. Tel. 22221.
WHITTA'S MOTOR AUCTIONS.—Cameron Road, Kowloon. Next to Peninsula Garage.
WILLARD BATTERIES.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

"GREAT WALL."

Mobil-Oil Has Part in Expedition.

Flying over unexplored territory in Peru, American flyers have discovered a great wall in Peru, — a barrier similar to the great wall of China and possibly half of its size. The discovery is one of the outstanding achievements of the Shippee-Johnson aerial photographic expedition in their first months of pioneering work in Peru. Arriving in Peru in December, the expedition had made more than 1,000 aerial photographs before the end of April. Thousands of feet of motion pictures have been made from the air. It is certain, in the opinion of mining and archeological authorities, that the discoveries of the expedition and the photographic records made, indicate a great advance in the geographic knowledge of the Andes.

The expedition, which is privately financed, has the co-operation of the American Geographical Society and the Harvard Geological Society. Members of the expedition are Messrs. Robert Shippee, George R. Johnson, Irving G. Hay, Valentine Van Keuren, and Max Distel. Mr. Shippee is pilot, geologist and historian. Mr. Johnson is photographer. Mr. Van Keuren is a civil engineer and Mr. Hay is a pilot. Their equipment includes two Bellanca planes, each powered with a Wright engine. Mobil-Oil is used for the lubrication of the planes.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one drives the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-going unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

SIX LEADS.

Public Registers Its Preference.

Shifting of favour among low-priced passenger car buyers from four to six-cylinder automobiles is definitely indicated by registration figures for the year to date now appearing in leading automotive trade magazines.

Complete returns for the first five months of the year reveal leadership in passenger car sales having gone to a six, Chevrolet having tilted 303,110 cars in the period as against the 292,774 fours tilted by the largest four-cylinder car manufacturer.

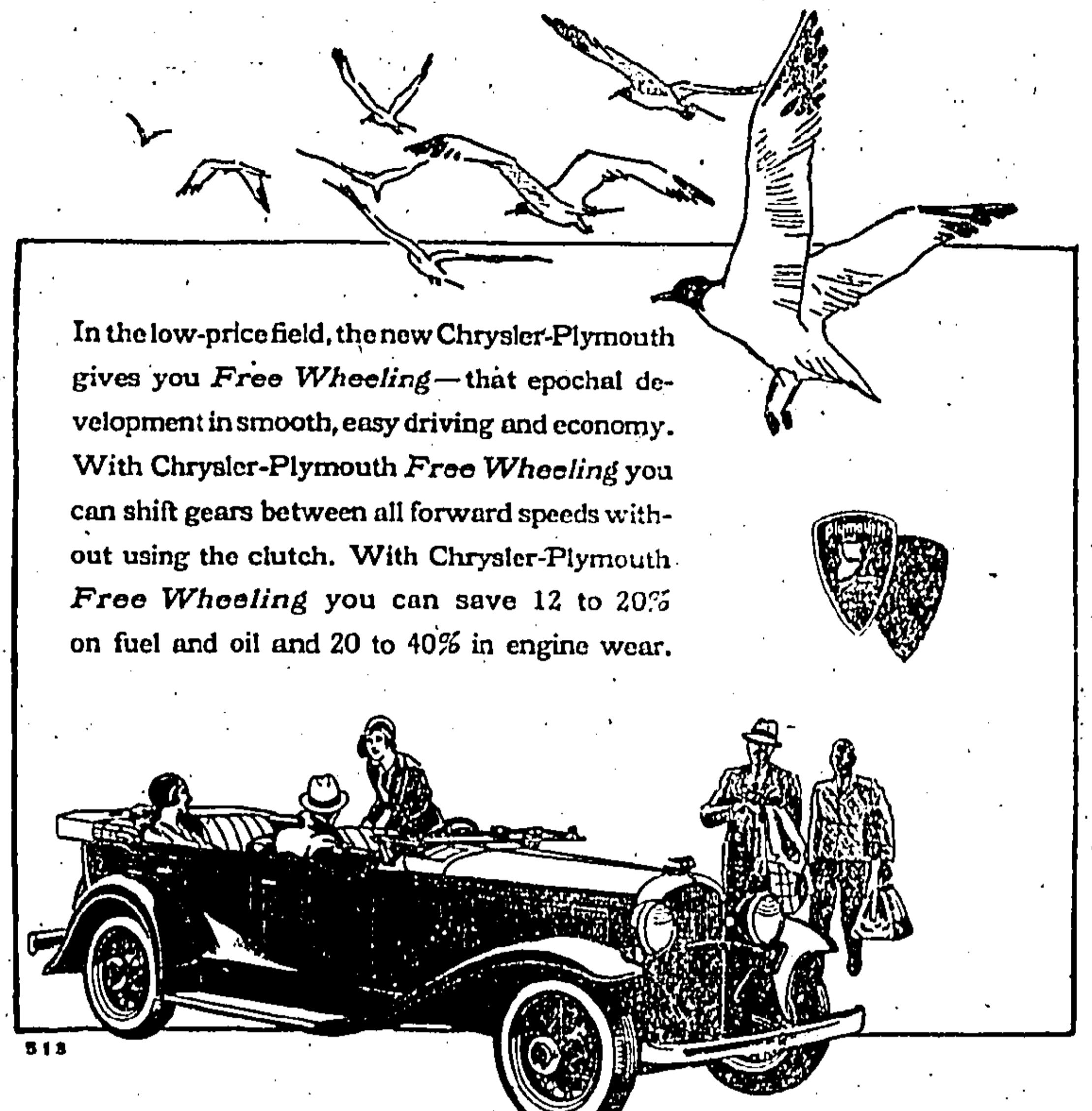
The trend is significant in that 1931 is the first year to see a six-cylinder car leading all other makes. Although Chevrolet also occupied first place in registrations several years ago, the record then was made with the old four-cylinder Chevrolet before the changeover to a six.

The month by month margin of 10,000 cars by which Chevrolet led the runner-up this year was widest during May, when Chevrolet tilted 4,600 more passenger cars than the leading four. May registrations are further interesting in that Chevrolet tilted only 1,000 less cars than in the same month of 1930.

During the first five months this year Chevrolet tilted 303,110 cars compared with 333,174 for the same five months of last year, which were regarded as normal. The drop of less than ten per cent. compares with a comparable drop for the industry generally of about thirty per cent.

Indications of a general pickup in retail buying as it affects Chevrolet are contained in a comparison of registrations for May with the same month last year.

FREE WHEELING EASY, ECONOMICAL DRIVING



In the low-price field, the new Chrysler-Plymouth gives you Free Wheeling—that epochal development in smooth, easy driving and economy. With Chrysler-Plymouth Free Wheeling you can shift gears between all forward speeds without using the clutch. With Chrysler-Plymouth Free Wheeling you can save 12 to 20% on fuel and oil and 20 to 40% in engine wear.

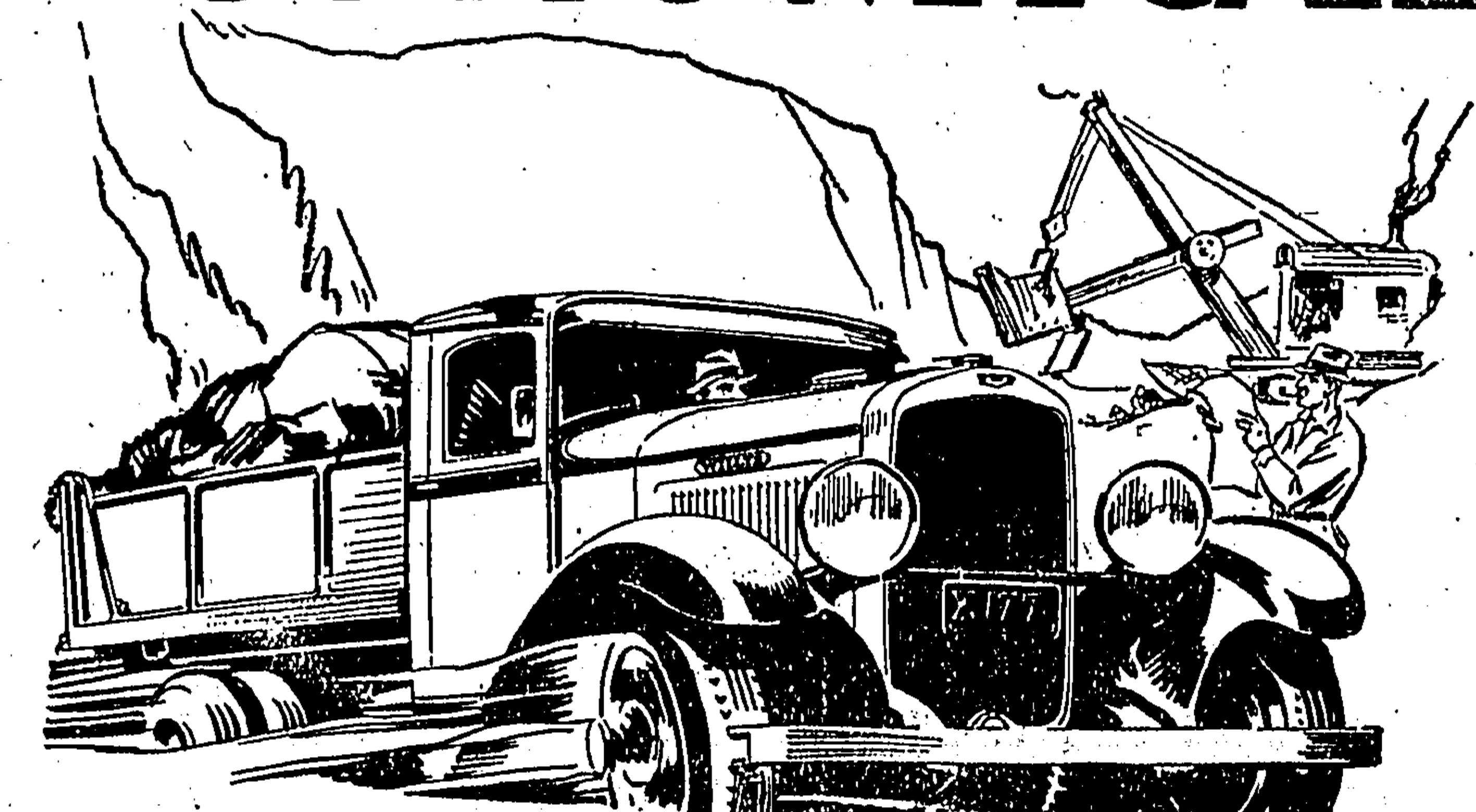
FLOATING POWER EASY-SHIFT TRANSMISSION
HYDRAULIC INTERNAL-EXPANDING WEATHERPROOF BRAKES
SAFETY-STEEL BODIES HYDRAULIC SHOCK ABSORBERS
56-HORSEPOWER ENGINE DOUBLE-DROP FRAME

C H R Y S E L L Y P L Y M O U T H
THE SMOOTHNESS OF AN EIGHT • THE ECONOMY OF A FOUR

CARS ARE NOW ON DISPLAY
THE NATIONAL MOTOR CAR CO.
(SOUTH CHINA MOTOR CAR CO. Proprietors).

Tel. 25644. 33, DES VOEUX ROAD C. Tel. 25644.

MORE POWERFUL MORE ECONOMICAL



WILLYS

CARS, TRUCKS, BUSES

Sole Distributors for Hong Kong & S. C. China
GILMAN & CO., LTD.
Hong Kong Bank Building

Service Station Garage
DURO MOTOR CO., LTD.
132 Nathan Road, Kowloon

LONG ECONOMICAL LIFE

CAR DEVELOPMENT

Oil-Engine Commercial Vehicles.

Mr. Harold Pemberton, Daily Express Motoring Correspondent, writes:

Preparations are now complete for the greatest step forward yet taken in thin or any country in the development of the Diesel type of motor-engine for commercial motorizing purposes.

A sum of money, stated to be well in excess of £1,000,000, has been set aside for the production on a large scale of British-made lorries, motor-omnibuses, and commercial vehicles of all descriptions, equipped with engines burning cheap oil fuel.

This indicates that the Diesel engine for commercial motorizing purposes has passed from the experimental to the practical stage.

The new development should place Britain far ahead of rivals on the Continent, who are rapidly developing this form of economical transport. It also heralds a new era of cheaper road transport.

Plans for the great heavy oil engine push have been carried out in considerable secrecy. Behind it are the formidable Armstrong Whitworth-Vickers group. For the purpose of developing this form of transport on the grand scale a new company, called Armstrong-Saurer Commercial Vehicles, Ltd., was formed.

A number of vehicles equipped with the new Diesel-type engine were built. It is the success of these vehicles, after extensive trials and practical tests on the road, that has led to the present decision to go right ahead with quantity production.

Large extensions have been made at the Armstrong Whitworth factory at Scotswood, Newcastle-on-Tyne. Extra plant has been installed. During the past week a large staff has been taken on, and everything is now ready for the new campaign.

During the past year rapid developments have taken place in Diesel engine progress for commercial motorizing and for aircraft.

A short time ago the first London motor omnibus equipped with a heavy oil engine was placed on the streets for practical tests.

The Daily Express was able earlier in the year to describe exclusively the first trial trip of a German aeroplane fitted with an engine of this type.

It also gave the first exclusive details of the secret Rolls-Royce Diesel aeroplane which is now undergoing tests on behalf of the Air Ministry.

But the news it publishes to-day is the first indication of the production of heavy oil engines on a large scale for road transport by a British firm of high standing.

The main advantage, both as regards commercial vehicles and aeroplanes, is economy in running, and there is the additional advantage, especially as regards aeroplanes, that all danger of the fuel catching fire is eliminated.

Comparisons have been made between the new Armstrong-Saurer vehicles and vehicles of the same weight and power but run on petrol.

The oil-engined vehicle ran twice the distance at half the cost compared with the petrol-engined lorry.

FOULED PLUGS.

While a new automobile is equipped with the type of spark plug specially designed for its class of engine and is usually free from trouble from this cause, buyers even of brand new cars sometimes notice a tendency of the plugs to foul.

Eleven possible sources of fouling in new cars are enumerated. They are:

First.—Oil in petrol, put in either at the factory or by a dealer in "running in" the engine. This oil is introduced into the combustion chamber and not being entirely burned its carbon residue is deposited on the plugs.

Second.—Oil poured on top of pistons at the factory to seal them and guard against rusting and seizing when the engine is started after shipment.

Third.—Long idling run by dealer to limber up engine after delivery.

Fourth.—Poor carburettor adjustment.

Fifth.—Excessive use of choke.

Sixth.—Metallic dust in new engines.

Seventh.—Too slow driving while "running in" the car, which should have an occasional short spurt to keep the spark plug clean.

Eighth.—Distributor points defective or not properly set.

Ninth.—Weak coil or condenser.

Tenth.—Use of spark plug too cold for service required.

Eleventh.—Too close setting of gaps.

DODGE TRUCK.

Opens New Passage in China.

Undoubtedly one of the most spectacular and sensational journeys accomplished in the Old World in years, was the journey made recently by a Dodge truck from Sinkiang to the coast of China.

Through the efforts of the governor of Sinkiang, the truck attempted to open communication with this outlying province of the Celestial Empire and the coast with which it trades. Heretofore, only camel caravans have succeeded in making the dangerous and tremendously difficult trip, which few, if any, foreign travellers have attempted. Even Roy Chapman Andrews, renowned for his scientific explorations in the Gobi, has been emphatic in stating that this particular territory was absolutely closed to motor traffic due to the impassable sand barriers and the intense cold.

The trip was an experimental one carried out at the instance of the Sinkiang Government. It was in charge of G. E. Soderbom, a Swedish engineer, whose experience in the Northwest of China and his familiarity with the language qualified him for accomplishing the journey of 16 driving days.

For some years the Sinkiang authorities have been considering how best they could tackle the problem

of re-opening a new route suitable for motor traffic. The experimental trip was made in the depth of Winter with one motor car and the Dodge truck. Before many miles had passed, the motor car was abandoned in the middle of the

waste lands. The temperature was 40 below zero centigrade most of the time with a terrific north-easterly wind blowing. Grave difficulties were encountered immediately and it took seven days to cover 123 miles

between Urumchi and Turfan. With Mr. Soderbom were a Russian, two Chanti mechanics and a Chinese mechanic together with a Mongol interpreter. The difficulties encountered owing to the weather, the deep snow and

ice, were such that only the ancient tradition that it is fatal to turn back prevented them from returning to wait milder conditions. When the expedition had travelled 400 miles out from Urumchi the motor car broke down and the journey was continued by Dodge truck alone.

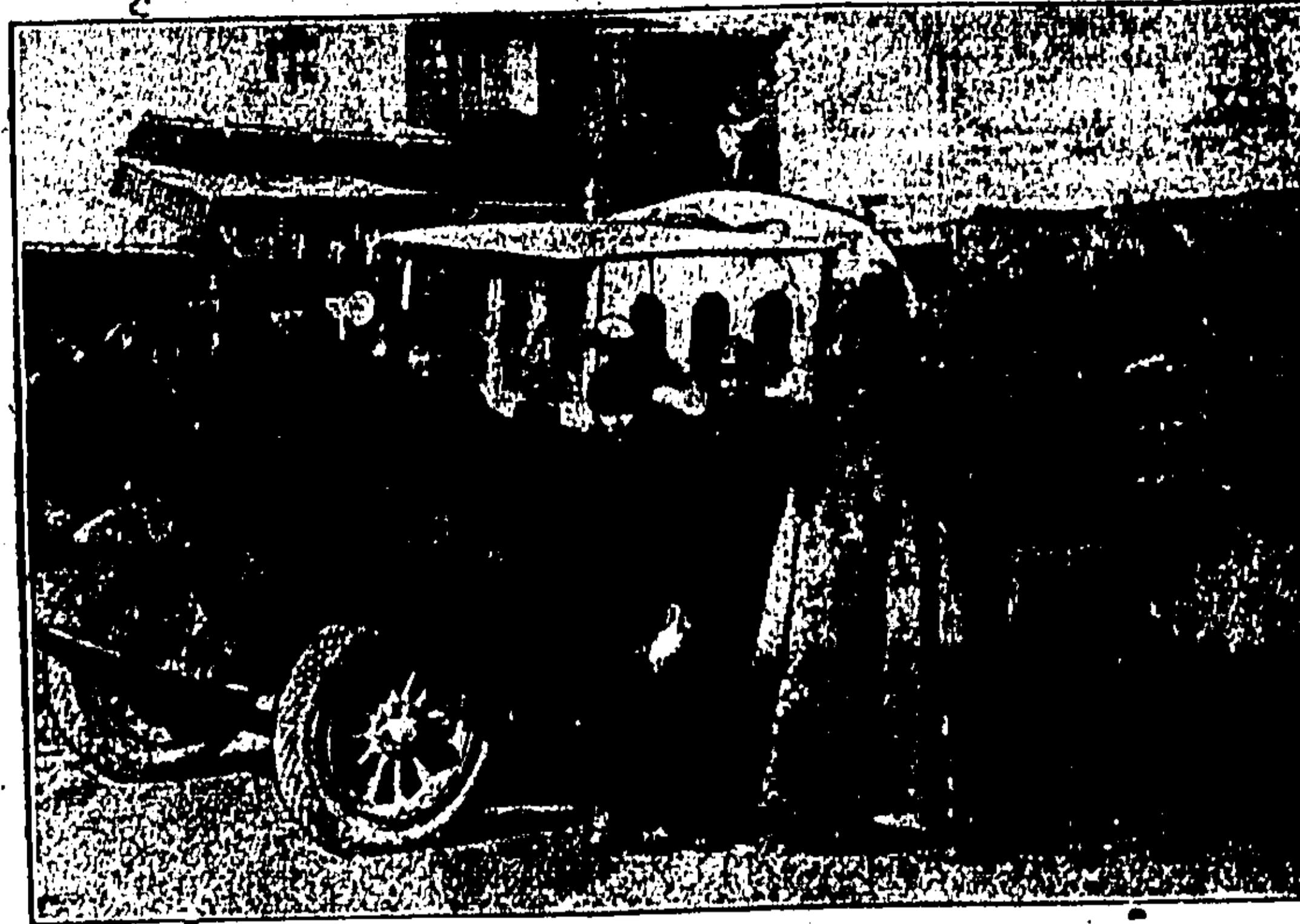
The expedition took the old Imperial route in Sinkiang, through Turfan and Hami to Mengshu, on the Mongolian border whence it crossed the Gobi. A considerable detour had to be made round the sources of the Edsignol and the series of parallel streams, for the ice is hardly thick enough to permit a heavily-laden truck to cross in safety. Following a semi-circular detour, the expedition proceeded due east and effected a passage through the long stretch of sand dunes which stretch from the Mongolian border in a south-easterly direction all the way to the Yellow River at Tohgoruk, north of Ninghsia.

The expedition followed a route north of the Kansu border, crossed the old road to Ullasutai to the Urga road on the border of extramural Hopel, whence travelled to Kalgan.

The practicability of this route, even in the depth of Winter, has thus been demonstrated, and Dodge officials, through their dealer in Tientsin, have received the official thanks of the government of Sinkiang.

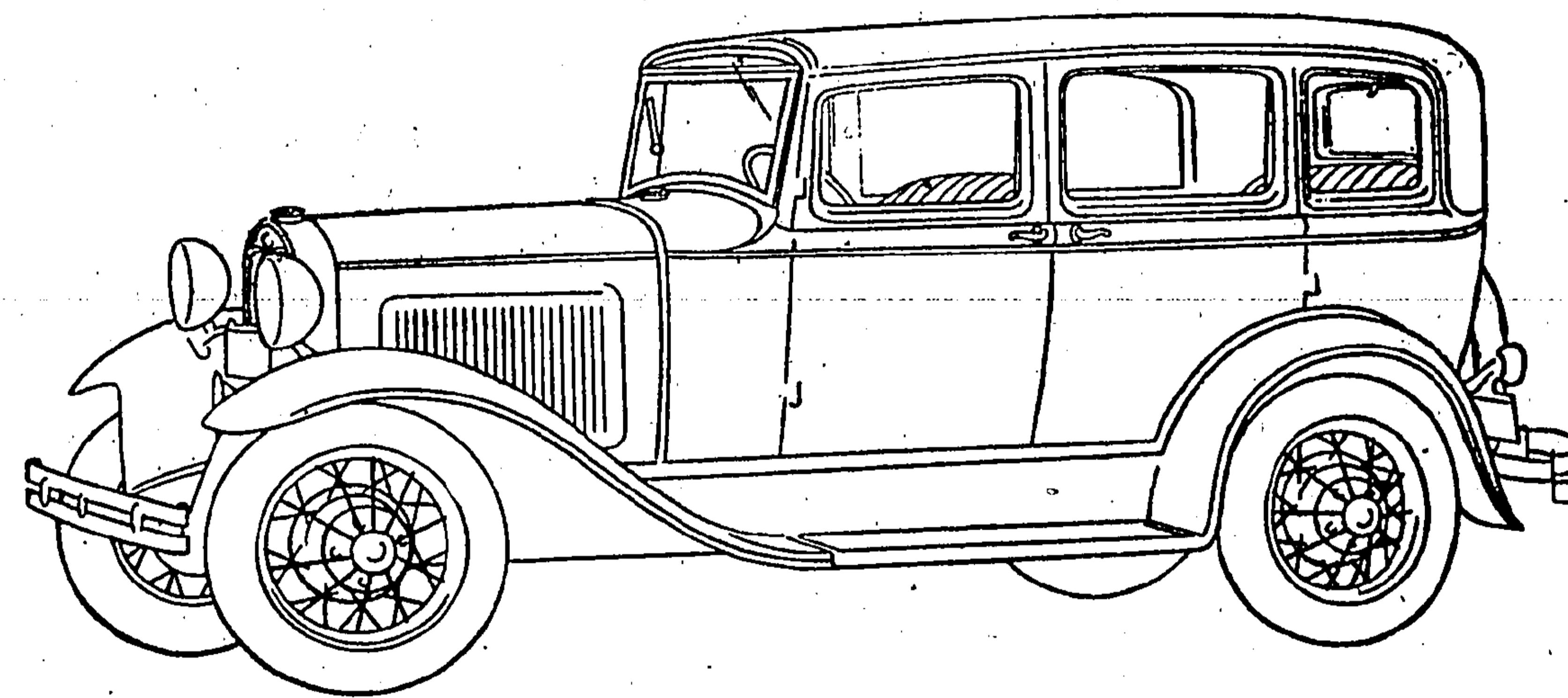
This journey will probably prove the opening wedge toward the establishment of regular motor traffic in this far corner of the world.

Dodge Truck Opens New Passage in China.



The Dodge truck pictured above was the first vehicle of any description to travel from Sinkiang to the coast of China. The trip was a memorable one in that it is expected to open up motor transportation between this hidden province of the Celestial Empire and the coast. The expedition was in charge of G. E. Soderbom, second from left. During the journey, which occurred in the dead of Winter, temperatures of 50 below zero were encountered.

THE NEW Ford Standard Sedan



A CONSERVATIVE car of good appearance and quiet simplicity. The New Ford Standard Sedan is a most serviceable family conveyance, with a roomy interior, trimmed and upholstered in excellent taste. The front seat is adjustable. The rear seat easily accommodates three persons. Doors, both front and rear, are wide and permit easy access. There's a convenient dome light.

And, of course, included in all models are the regular Ford standard features—Tripleplex shatterproof windshield—Rustless Steel for all exposed metal parts—sturdy bumpers—four genuine Houdaille shock absorbers—completely enclosed four wheel brakes—Economy—Reliability—Long Life—Good dealer service.

This sedan is now larger and embodies many de luxe improvements. The windshield has the approved 10-degree slant for greater beauty and safety, while the straight-line treatment of the moulding is an authentic beauty note.

You will be convinced by an actual demonstration.

Authorized Dealer:

WALLACE HARPER & CO., LTD.

745, Nathan Road, Mongkok, Kowloon.

Authorized Service Dealer:

IDEAL MOTOR CAR CO.

416/20, Lockhart Road, Wan Chai.

Scrab

FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI

Over Twenty Million Fords have been sold

SPARKING PLUG.

Vital to Good Running of Your Car.

The sparking plug is of vital importance to the satisfactory running of a motor vehicle, although until failure takes place, owners and mechanics are apt to neglect this important detail.

Motorists frequently ask why it is better to change sparking plugs after certain mileage has been run, when apparently the engine is functioning in the present condition of the plugs. As a matter of fact, all sparking plugs should be renewed after 10,000 miles, and some earlier.

The reasons for this procedure are that at the end of 10,000 miles plugs are generally pretty well worn out, states Mr. H. Thornton Rutter in the Morning Post. The electrodes are usually burned and pitted, the insulator is covered with carbon, through which some of the electric current leaks, and there is often a harmless looking deposit on the surface of the insulator which at high speeds may cause pre-ignition.

Difficulty in starting, due to worn-out plugs, runs the battery down, making more frequent re-charging necessary. Also worn plug waste petrol because they "miss" at certain speeds, allowing gas mixture from the cylinder to pass into the exhaust unused. Besides the waste the unvapored particles of the petrol are apt to seep into the crankcase and dilute the lubricating oil to its disadvantage.

An Economical Course.

That also adds to the expense of running, as the oil needs to be changed earlier than otherwise would be necessary. As sparking-plugs are inexpensive, it is more economical to fit a new set after, say, 10,000 miles than incur losses in these directions.

During a test of an engine, recently fitted with old sparking-plugs, it developed 81.2 h.p. at an engine speed equivalent to 20 miles an hour on the road. The same motor, fitted with a new set of sparkplugs, produced 88 h.p. at the same engine speed, a gain of nearly 7 h.p.

Another source of the spoiling of good plugs is the iron content in some "cheap" petrol. This leaves a brown coating over the insulator. Such a coating becomes a good electrical conductor at high temperature, causing "missing" of the engine, because the spark current will travel through the coating, rather than jump the gap between the electrodes.

This coating is difficult to clear from the insulator, and so when owners see that this has a dark brown colour, they should change the plugs to avoid trouble.

"MYSTERY" CAR.

Absence of Engine Noise.

For many months the deepest secrecy has been maintained concerning the "G88" Rover "mystery" car, and conjecture has been busy as to its specification. In the issue of The Light Car and Cyclecar dated September 4, four pages are devoted to a complete description of the "Scrab," as it will be known, and a number of interesting illustrations including a special drawing showing a cutaway view of the car appear.

It is now common knowledge that the "Scrab" has a two-cylinder, air-cooled engine at the rear, together with a three-speed gearbox built up as a unit for the engine. It is not generally known, however, that the car incorporates a very ingenious rear suspension system; in fact, the word "suspension" really applies, for the chassis frame, engine unit and the rear part of the body are hung from a cross-member which rests at its two ends upon stout helical springs. The lower ends of the springs are mounted on an extension of the wheel hubs. This arrangement also cuts out what is known as unsprung weight, since the cross-member and everything suspended from it is fully sprung.

The same idea has been achieved at the front of the car by employing helical springs to hang the frame from the wheels, as it were.

A car with an engine at the rear has, of course, a number of advantages over the more orthodox type. Weight distribution, for example, is better, and the adhesion between the rear wheels and the road is greater. As there is no propeller shaft, the floor level can be kept very low, thus affecting the overall height of the entire car, and even when the side curtains are in position and the hood is up, there is little chance of any oil fumes finding their way into the interior of the body. Finally, there is a marked absence of engine noise which, when the car is under way, are carried away to the rear.

No price has yet been settled, although the sum of \$35 has been freely quoted.

GAPS IN THE KIT.

Useful Additions to Standard Equipment.

Although motor-car manufacturers have vied with each other for some years past in offering their customers the fullest possible equipment, there is not a single car delivered to the public with a complete outfit. It is easier to be sure of the fact than of the reason. So far as cheap cars are concerned, somebody seems to have called a halt three or four years ago. An attractive legend avers that in the days of the battle for the Manx steamer traffic it was possible to get a saloon ticket for 2s. 6d., with a free lunch included in the fare. If the vendors of cheap cars had continued to use equipment as a sales lever we should soon have reached a stage at which a chauffeur's wages for the first twelve months were included in the catalogue price. But the sales departments found that too much was being spent on equipment, and they seemed to have concluded a gentleman's agreement on the subject. In future we were to be supplied gratis with all such fittings as must be part and parcel of a car. A car which is born with a pleasant appearance may be grossly disfigured if individual users affix a screen-wiper, an additional lamp, a luggage, grid or any other obvious excrescence. But the loose appurtenances come in quite another category. A nobleman may carry all sorts of disgraceful articles or an empty wallet in his pockets without shaming his coronet; the only caveat is that such articles must not be too large. Similarly, a good-looking motor-car remains a good-looking motor-car even when there are dreadful gaps in its kit or if some of the tools are so shoddy that they are barely usable.

Tyres.

However, to be perfectly fair to the motor manufacturer, the buyer of a new car need not spend much money in completing its equipment. Perhaps the most serious defects concern his tyres, and such flaws will not be realised as long as the tyres are new and immune from puncture. But later on he may discover with astonishment that a couple of punctures in quick succession can strand him hopelessly. When the first puncture occurs he fits the spare wheel; if another follows rapidly, the damaged tyre will not have been mended, and he has no repair outfit and no spare tube. Consequently the wise owner buys a tyre repair kit and a spare tube in the first week; or, better still, he specifies two spare wheels when he orders his new car. There may or may not be a tyre gauge in the kit; as inflation should be checked weekly a gauge is indispensable; its use ensures maximum comfort and good steering, as well as tyre life. As soon as an owner begins to treat his tyres conscientiously he grows disgusted with the cheap pump which still figure in too many standard kits. These are often shoddily constructed, and give constant trouble. They may have screw connectors instead of the instantaneous type. They inject the minimum amount of labour. A first-class labour-saving pump with a lightning connector is always a sound investment.

The first puncture may similarly breed a sour distaste for the cheap screw-jack provided in the free kit. Within limits it will be quite efficient. The car can be raised by its help, and will not topple off. But the jack is probably awkward to insert, while its action may be slow and laborious. There are very few motorists who would not be thrilled by the gift of a really first-class jack. Hatred of the jack is apt to grow when the brakes first require radical adjustments. This is a task which suggested that all four wheels should be raised simultaneously. The job can be done with a single adjustable jack and three fixed jacks, such as are sold for the purpose, or can be improvised from billets selected in the woodshed. But the simplest method is to install a four-wheel jacking system. This delightful system cannot be fitted for less than £10, or thereabouts. We cannot expect manufacturers to fit it. It is not economic to fit it for ourselves unless we intend to keep the car for several years. But whatever our purpose or our plans we must make some provision for jacking-up all four wheels once in a while.

Lamps.

Fog is yet another factor which can inspire disgust with most standard equipments. It is some compensation to realise that extreme wealth cannot solve this particular predicament. But mitigations are possible—an amber light, mounted low down on the near side, dumb-brown, or even yellow elastic covers for the headlamps. Speaking of lamps,

no standard equipment includes any spare lamp bulbs. Perhaps a genial constable informs us that the tall lamp is out. He evinces no desire to prosecute, but we can hardly expect to be allowed to proceed with no tall light, and we have no bulb, nor is there a garage open within miles. Prudence suggests that the new car should instantly be equipped with a safety case containing five spare bulbs, one for each lamp, although a really humane policeman will allow us to carry on with a bulb flicked from the left-hand sidelamp. There are complications of this situation, as when the owner cannot discover how to unscrew the complex tall lamp embodying stop signals; and when it is at last opened the spare bulb also fails to light up and he does not know whether current is reaching the socket or not. It is a wise plan to carry a cheap voltmeter, ammeter, or testing lamp. Yet another serious electrical deficiency in the kit is the normal lack of any spare sparking-plugs. Should trouble occur on the road at night, the kit will not contain any emergency illuminant, either for lighting adjustments or tracking trouble, or for warning oncoming traffic if all the lamps should fail simultaneously.

A car which is born with a pleasant appearance may be grossly disfigured if individual users affix a screen-wiper, an additional lamp, a luggage, grid or any other obvious excrescence. But the loose appurtenances come in quite another category. A nobleman may carry all sorts of disgraceful articles or an empty wallet in his pockets without shaming his coronet; the only caveat is that such articles must not be too large. Similarly, a good-looking motor-car remains a good-looking motor-car even when there are dreadful gaps in its kit or if some of the tools are so shoddy that they are barely usable.

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WAR HERO.

Wins Willys Six Sedan.

The Willys-Overland Company recently conducted a radio essay contest.

Listeners were required to write a letter of some two hundred words describing the most thrilling or amusing incident they had experienced with their motor car. There were no restrictions as to the make of car, when or where the incident occurred which the listeners described.

A Model 97 five passenger Willys Six Sedan, fully equipped, including shatterproof safety glass in all windows as well as a trip to the factory at Toledo with all expenses paid as the guest of the Willys-Overland to accept delivery of the car and drive it home was the grand prize to be awarded the winner selected by the judges.

The contest, which drew thousands of entries from all over the United States as well as six of the Canadian provinces, was won by a man who in 1918 was a Private in the United States Army.

Seeing what appeared to be an abandoned motor car, he found that it would still run and under enemy fire, transported ten wounded comrades to safety. This deed resulted in his being awarded the Distinguished Service Cross for extraordinary service by the President of the United States.

Mr. J. F. Lavery, the winner, was the guest of honour at a luncheon held at the Administration Building, Toledo, following which Mr. L. A. Miller, President of the Willys-Overland Company, presented him with the Willys Six Sedan.

MACHINE AGE.

Skilled Workmanship Needed.

This period of history has been called the Machine Age so often, and the name has been so universally accepted, that it comes as something of a surprise to have a question raised as to whether that appellation is right or not. Hence, when no less an authority than H. L. Weekler, works manager of the Buick Motor Company, asserts that really the man is more important than the machine, it is interesting to find out why he thinks so.

It is the skill of the individual workman, and not the more machine or tool that he uses, that determines just how fine any piece of handiwork will be, Mr. Weekler believes. He cites the guild spirit, that made the workshops of old London famous for honest craftsmanship and sturdy quality, as a time-honoured instance. That same spirit is alive to-day in many industries, for men have not changed and pride in the work of the hands is still to be found among them.

The finest machinery and tools will not produce fine automobiles, unless expertly handled. To scientifically developed steels and other metals, to expert engineering, the best types of equipment and infinitely accurate tools and measuring instruments, there must be added the touch of the thorough mechanic to complete the cycle. When a group of experts has been gathered together in any community, that community becomes a centre that could scarcely be moved to a new setting.

"Here in Flint there has been built up an immense force of expert Buick craftsmen," Mr. Weekler says, "constituting a community in which the guild spirit is very highly developed. In fact, it would be impossible to build Buicks anywhere else. We could set up our machinery in any community, but without the force of trained men we have here, with its backbone of old-time Buick workers, we could build Buicks as some 2,000,000 owners know them.

"The Buick community has grown up like a city in itself, with technical training courses, recreations and opportunities for self-improvement that makes building our automobiles an industrial career."

THE TOOL BOX.

It has been said that the majority of men have a rooted objection to destroying anything which belongs to them, and the oft-repeated statement, that if the things a man carries so carefully in his pockets were sorted out it would be found that nine-tenths of them were of no use whatever, is, as a general rule, a fact.

The same is also very largely true of the contents of the average car's tool box; often the box or receptacle containing a collection of broken sparking plugs, nuts and bolts that have lost their threads, and spanners which ended their useful life years ago, the driver frequently referring to this heterogeneous assortment as his "spares."

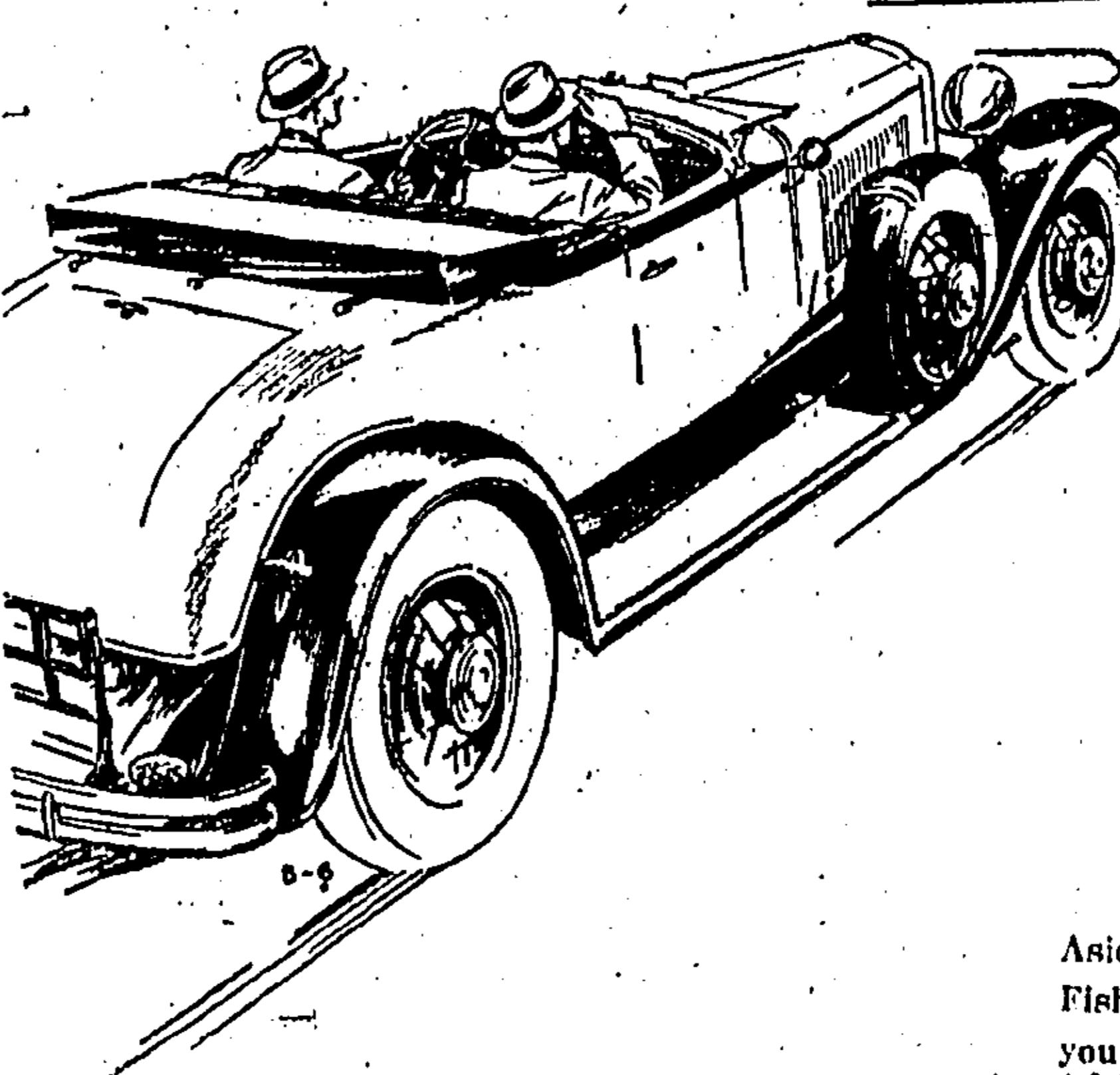
The result of carrying such unnecessary impedimenta is that when anything is wanted quickly it is not easy to find. It is well worth while to undertake a frequent cleaning of the tool box, and to eliminate all the obsolete litter. If at the same time a little method is adopted in packing the various items much time and trouble will be saved in the future. The sound nuts, bolts, and washers, if carried, should be placed in boxes and be packed in the bottom of the box, and the tools which the driver's experience tells him are most frequently required should be placed at the top of the box and graded downwards as the frequency of their use becomes less.

Titled Indian Takes Stinson 'Plane.



Dosabhai Hormajli Vhiwaniwala, honoured by the Indian Government with the title of Khan Bahadur for distinguished service, is shown here about to take off for Chicago in the new Stinson four-seater which he has just purchased. He is shown at the left. The other two men are William A. Mac, vice-president of the Stinson Aircraft Corporation in the centre, and Kharshedji Limji, J.P., Chrysler Motor distributor in Bombay and other western Indian cities. The Khan Bahadur and Mr. Limji are travelling together on the Stinson Corporation's tour of India and the United States. The Khan Bahadur has many interests in India and is a veteran pilot. He is the only Indian pilot to own more than one plane, it is stated. In addition to the new Stinson he has one of the famous Gypsy Moths and a Puss-Moth, an English plane. The party is shown just arriving at the Municipal Airport, in one of the new Plymouth cars, en route to take off for Calcutta.

ALWAYS AT YOUR COMMAND



The BUICK 8

The Eights with Buick's Prestige

The 8 as Buick Builds It

Aside from Buick's amazing speed, smart luxurious Fisher Bodies and thrilling all-round performance — you will be just as favourably impressed with Buick's safety features.

Chief among these are Buick's big, dependable, easy operating brakes. It is a mighty comforting feeling to the driver—as well as passengers—to know that the eager power and flashing speed of the Buick Eight are always under safe, perfect control.

Play safe in selecting your car. From any and all angles, you'll like The Eight as BUICK Builds It. They are real motor cars . . . the kind you have always wanted to own.

PRODUCT OF GENERAL MOTORS

ITALIAN HIGHWAYS REMADE.

The recent third anniversary of the founding of the Azienza Autonoma Statale Della Strada, which is in charge of the upkeep of Italian State roads, centered attention on the splendid work this organization has performed in transforming the country into a motorists' heaven.

Three years ago, except for a few provinces which realized the importance of good communications, Italian roads were known as practically the worst which could be found in any civilized country.

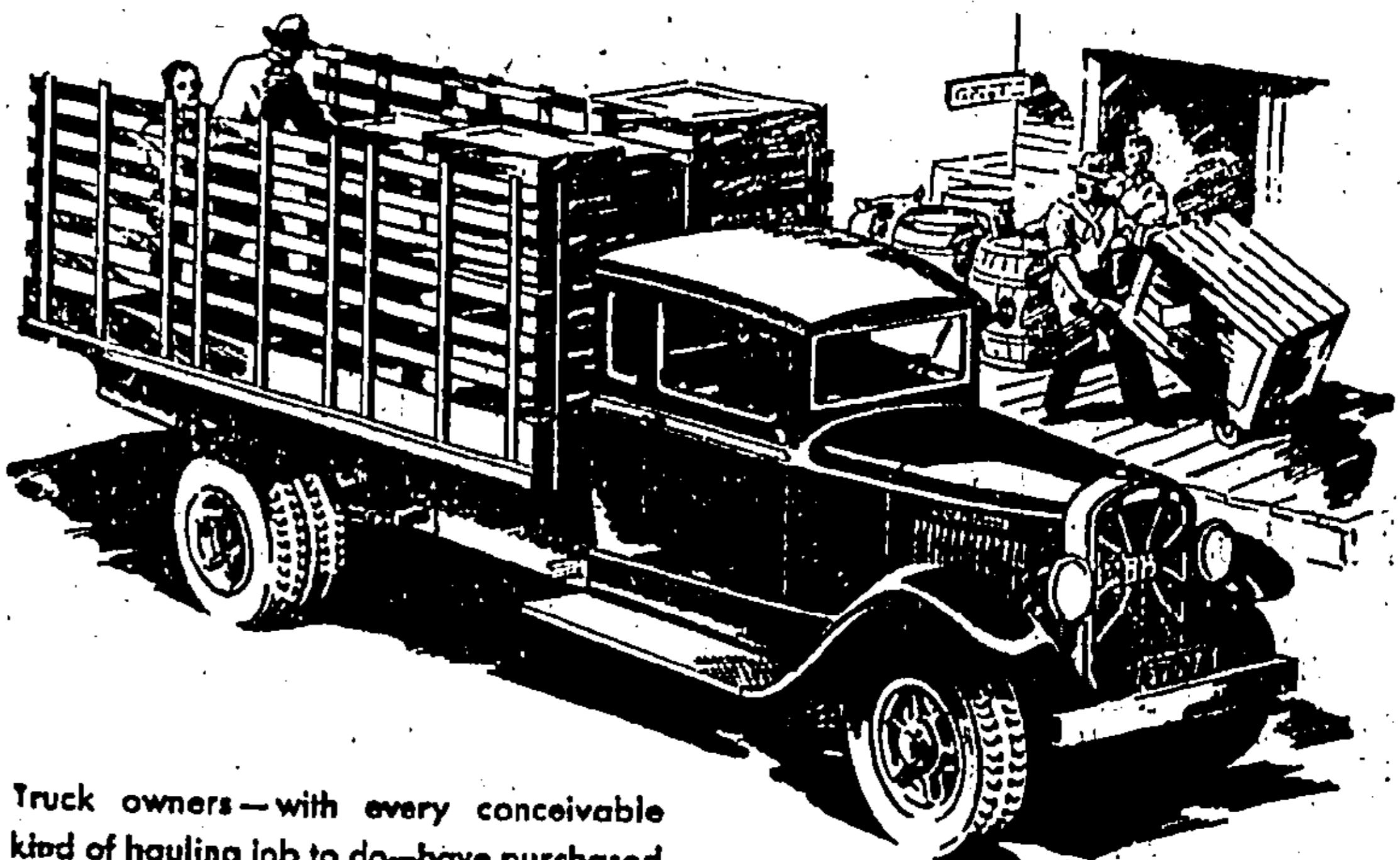
They were covered with holes and ruts, causing frequent breakage of springs and axles, and in the motor-senior season, cars were smothered in dangerous and uncomfortable clouds of dust. Lack of visibility caused by dust, combined with the Italian's love of fast driving resulted in many accidents. To-day, it is possible to travel by motor car from one end of Italy to the other along good asphalted dust-free roads.

This aggressive road development programme is expected to give considerable impetus to the automobile industry in that country. Hitherto, it has been a problem whether the few motor cars in Italy were a result of the bad roads or the bad roads the reason so few persons found the upkeep of a car worthwhile.

The Government decided to act by first improving the roads and leaving the automobile industry to benefit by the results and it is expected that within a comparatively short time, the number of motor cars in Italy will be doubled.

Italy is far behind other nations in the number of motor cars per head of population. With a population of 40,000,000, only about 250,000 automobiles are in operation.

OVER 400,000 DODGE TRUCKS Chosen by Truck Users



Truck owners—with every conceivable kind of hauling job to do—have purchased over 400,000 Dodge Trucks. » » What could more conclusively prove the solid worth of these dependable workers? And what could be more advantageous to you than the experience gained by Dodge engineers and craftsmen in the designing and building of this enormous total. Such experience assures the modern design,

precision construction and part-to-part balance that mean even greater Dodge dependability, lower operating costs and more able performance throughout this truck's unusually long life. » » Inspect and test Dodge Trucks. You will say they are every inch modern trucks—exceptional values at their low prices.

DEPENDABLE DODGE TRUCKS

DEPENDABLE—ECONOMICAL—CAPABLE

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

SUNDAY, OCTOBER 25, 1931.

THE HONG KONG SUNDAY HERALD.

Anyone Can Now Afford to Buy Silk Underwear if They Buy from Us

New Silk Underwear



IN LATEST DESIGNS AND STYLES, PETTICOATS, BLOOMERS, MORNING GOWNS.

ALSO NEW ASSORTMENT OF STOCKINGS.

Many Different Colours and Qualities.

THE CROWN SILK STORE

5, Wyndham Street.

Tel. 28374.

OUR GUARANTEE — YOUR SAFEGUARD.

1. Complete CONFIDENCE is assured when you entrust your most valuable possession of sight to this 40-year-old institution.
2. We grind our own lenses just as the largest optical institution at Home. All work under qualified European personal supervision.
3. Every lens, every frame, every prescription is absolutely guaranteed accurate and perfect. No substitution. Only the very highest grade of lenses and prescription work.

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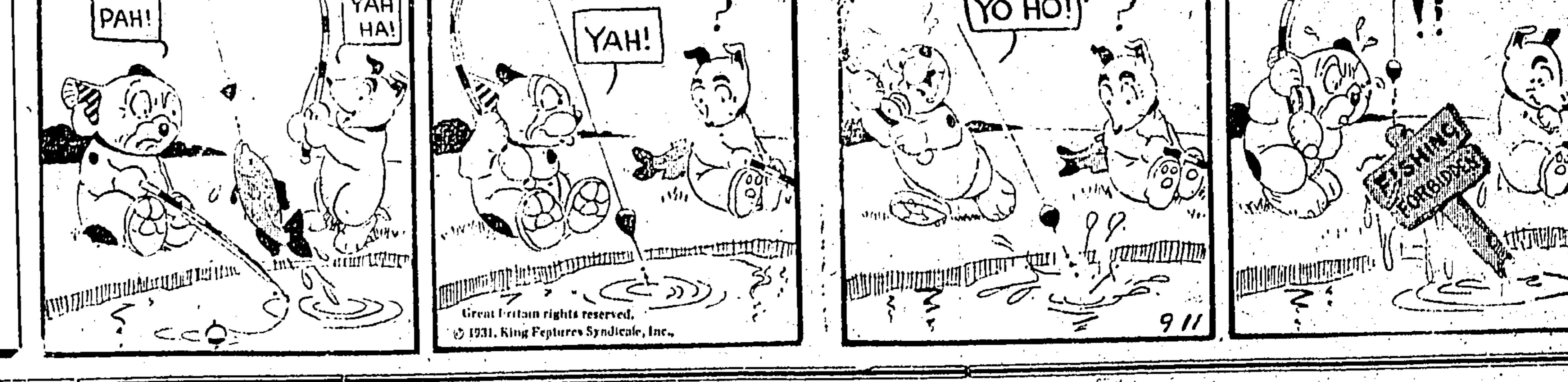
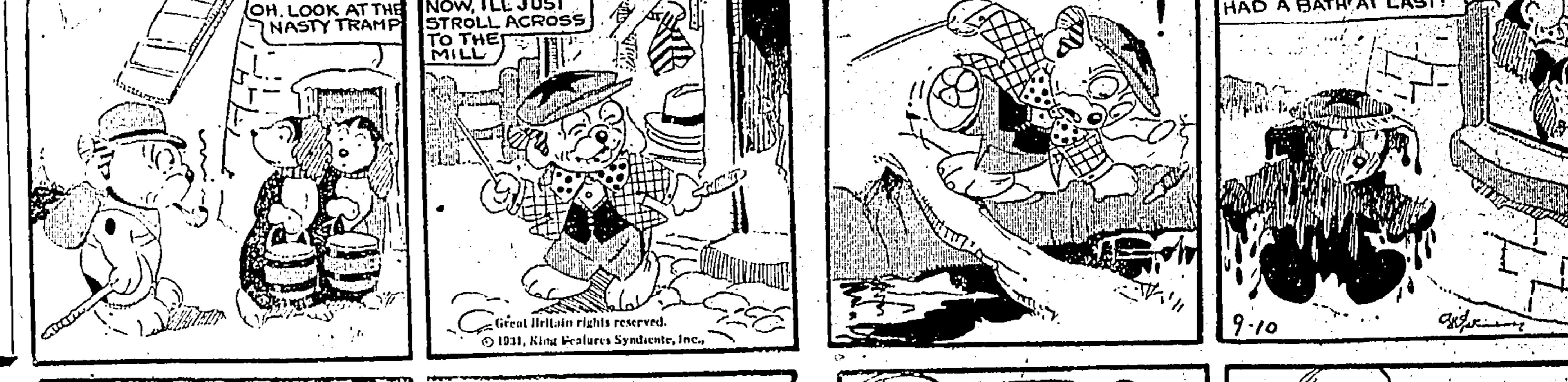
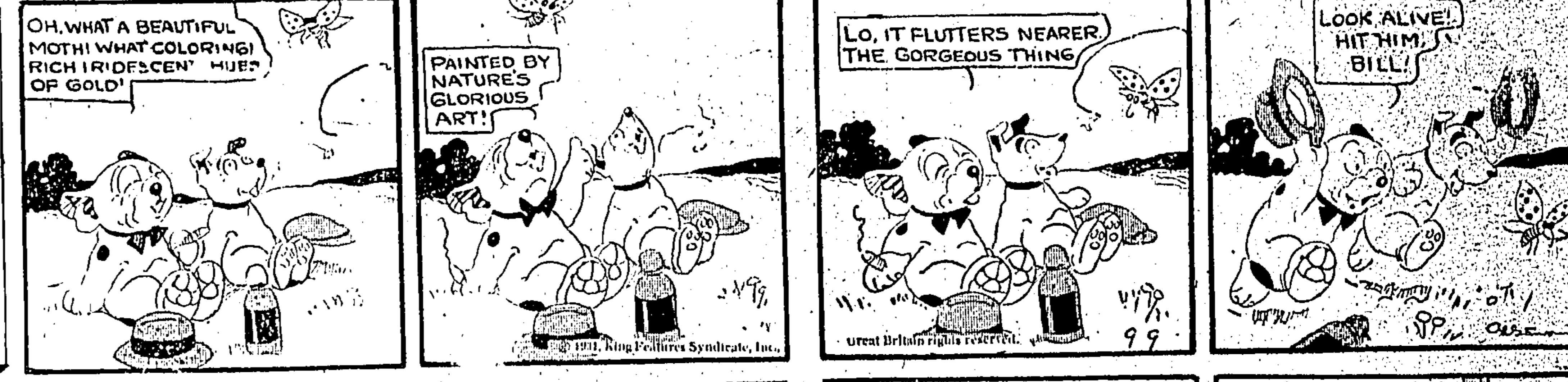
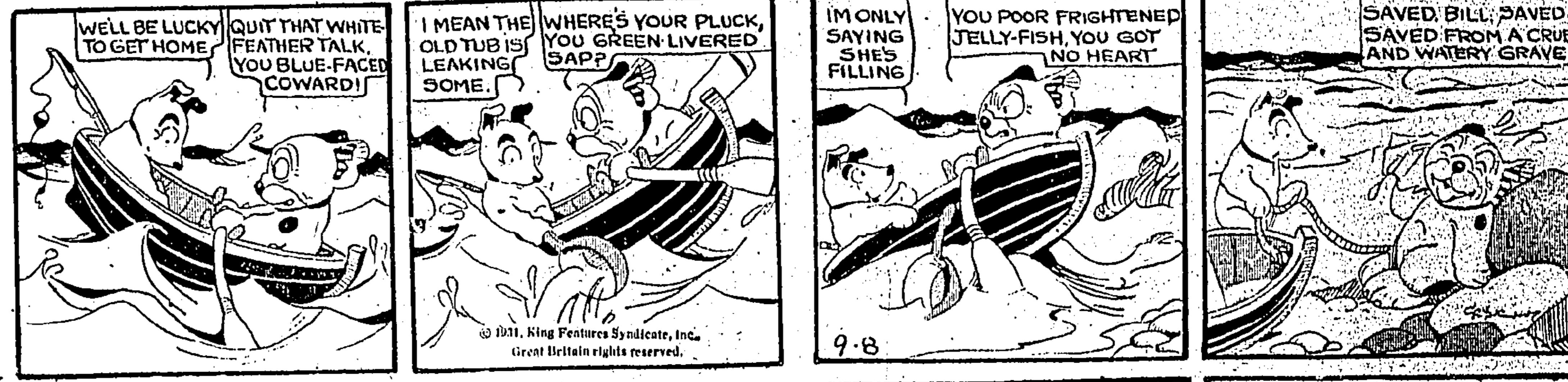
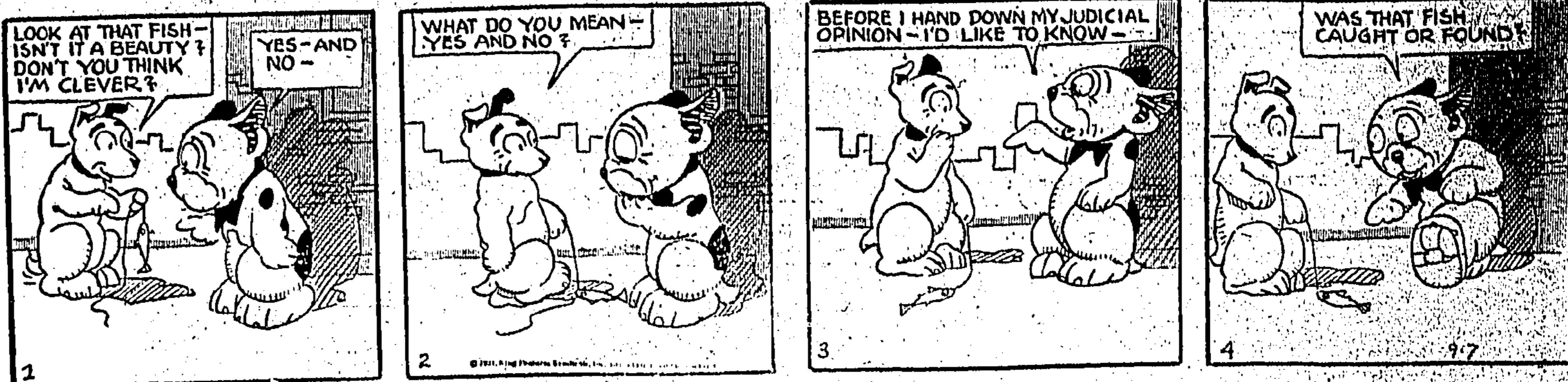
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BONZO

By George Studdy



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ELIZABETH (From “Wonder Bar”) —
Leigh & Katcher —
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MR 289

LOVE IS LIKE A SONG (Theme Song “What a Widow”) — Robinson, Waggoner, Connally & Youmans —
(a) FOX-TROT, Rhythmic Troubadours;
(b) SONG, Lawrence Allen, Tenor.

MR 307

BATHING IN THE SUNSHINE (Gilbert & Nicholls) —
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WHEN YOUR HAIR HAS TURNED TO SILVER (Tobias & De Rose) —
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Appetites jaded by weeks and weeks of hot, clammy weather quickly revive again when Wall's Sausages appear on the menu. These savoury delicacies are the result of a recipe famous 150 years ago—a recipe which calls for prime juicy meat and piquant spices.

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HEADACHES
WEAKNESS
MUSCLE PAINS
GONE

PHOSFERINE
a blessing . . . no pain now . . . better in three days.

“I always had got pains in my arms and legs, and I suffered from severe nervous headaches, but I do not have them now, thanks to Phosferine. At first I thought I should never be well again, but when I heard that my brother was taking Phosferine I thought I would try it, and in the first two or three days I began to feel better, and I sleep better, which is a blessing at my age, as I am 71 and people say I am a wonder for my age. I am still healthy and well, and am able to carry out my household duties, and in addition I have also been nursing and looking after an old gentleman, besides shopping, which means a mile and a half of walking daily—I could not have done it without the help of Phosferine, as the Influenza left me feeling very weak and broken in health. I find so many people, when they get on in years, think nothing will do them good, but I say to them ‘do not think that, take Phosferine, and what it has done for me it can do for you.’ I advise others to take Phosferine and guard against nerve pains and Influenza, etc., and anyone who has suffered that way should take it to build themselves up again.” Mr. Miller, 150, Southwood Rd., Ramegate, England.

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THE GREATEST OF ALL TONICS FOR

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Indigestion	Weak Digestion
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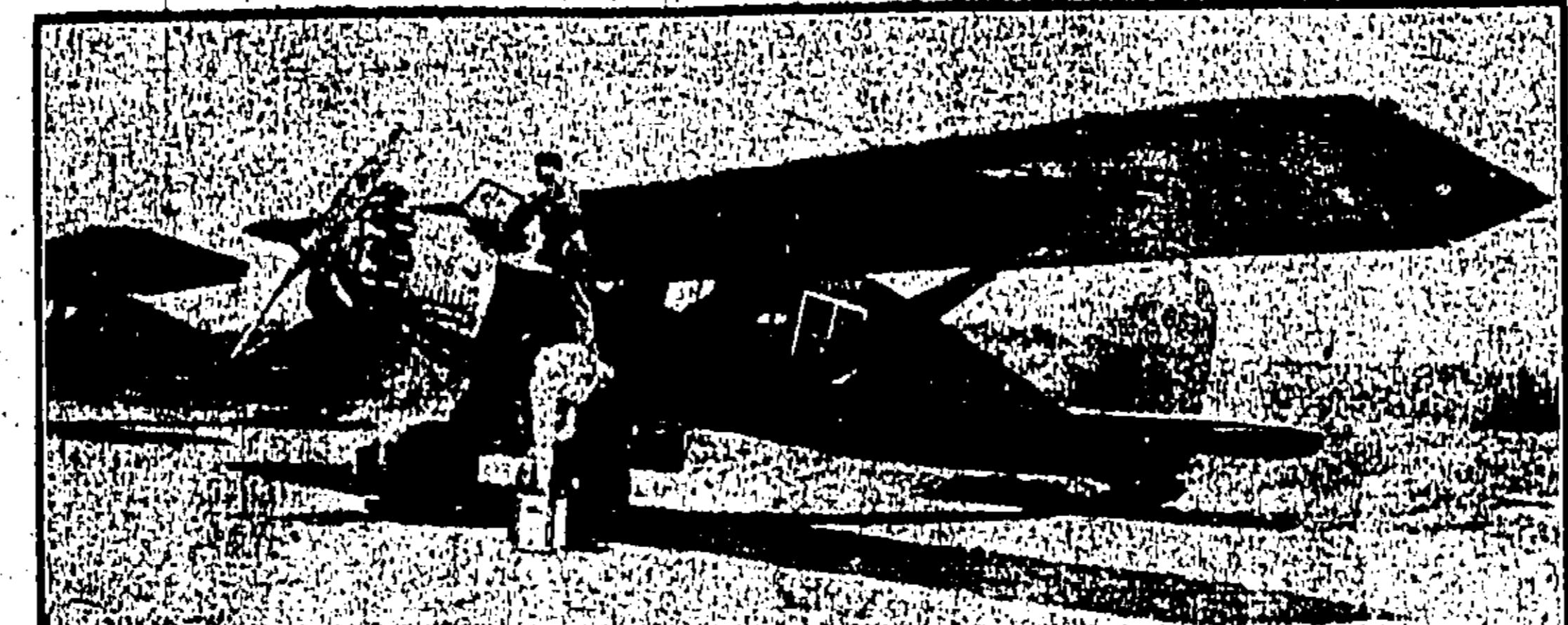
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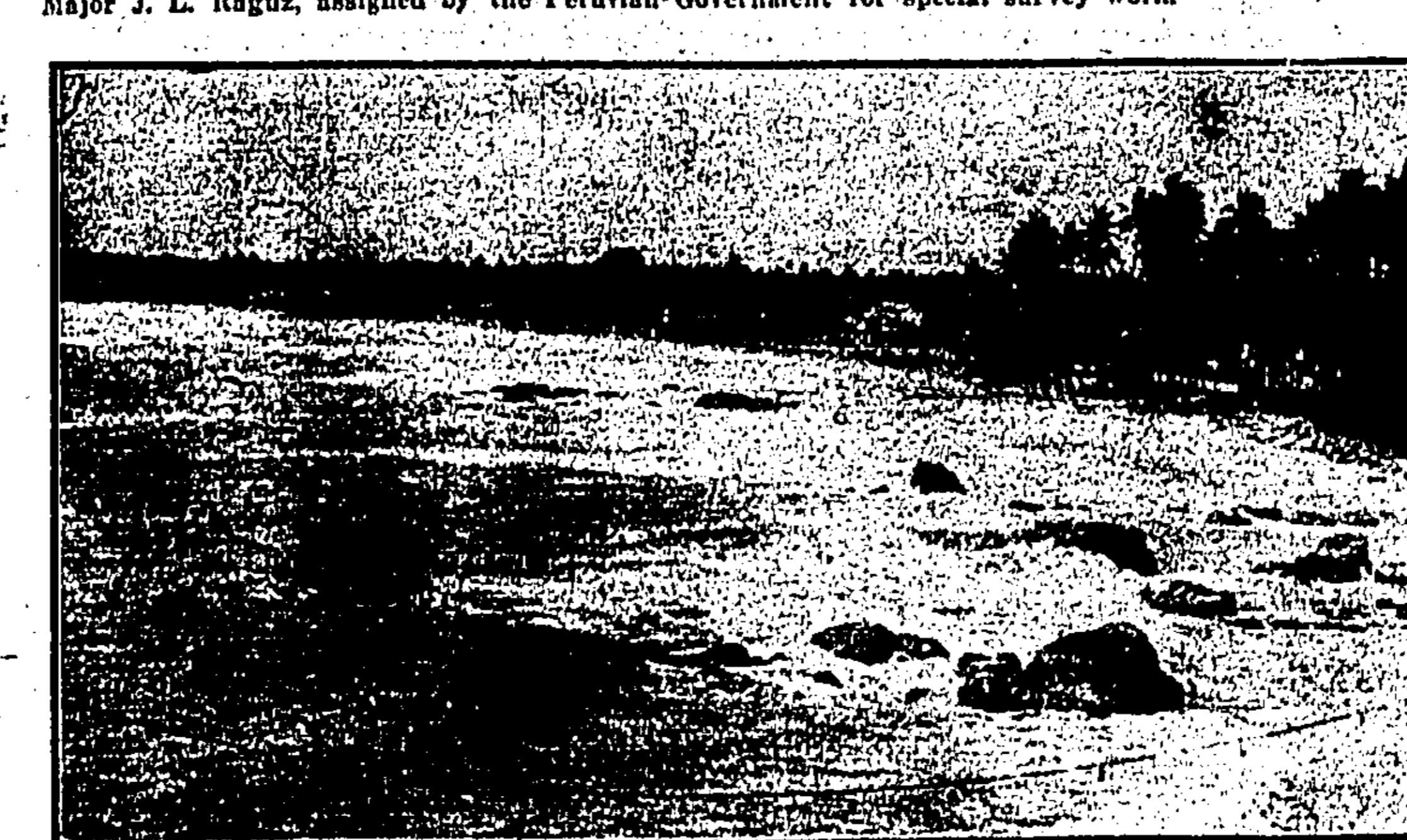
L. D. SKINNER relieves the Kowloon line with a good kick to touch during the match between the Kowloon Rugby Club and the Borderers. D. Black, who played a great game at centre three-quarter, is seen in the foreground. (Ying Ming Studio.)



THE BELLANCA PLANE “Washington” in which the members of the Shipee-Johnson Expedition recently discovered a “Great Wall” in Peru, a report appears elsewhere in this issue. The plane is shown receiving a supply of Mobiloil.



THE MEMBERS of the Shipee-Johnson Expedition—Menzies Shipee, Hay, Johnson, Van Keuren, and Major J. L. Raguz, assigned by the Peruvian Government for special survey work.



MOUNT LAVINIA, the popular bathing rendezvous, which is situated four miles from Colombo. Many, travelling out to the Far East, have visited this beautiful spot during their short stay in that port.



SMART ENSEMBLE.—Scarfs are importantly tying back the hair during the hours when the girls are indulging in sports. Lillian Bond, M.G.M. player, shows how her scarf arrangement adds interest to her beach costume, adding practicality as well as attraction.

(At right)—A T. KING'S THEATRE TO-DAY.—Scene from “Women of All Nations.”

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HONG KONG AND THE NEW TERRITORIES.—No. 33.

14.10.31.

Be Not Dogmatic!

The folly of being dogmatic in matters biological was brought home to me with severe emphasis this morning. In this column, a little more than a year ago, I wrote of the Bamboo snake that it was "never more than 18 inches long"; during the following months I acquired wisdom and so last month in a reference to this same species of snake wrote that it "rarely exceeds two feet." This morning there was brought to me a recently killed specimen measuring exactly 3 feet. It was certainly *Trimeresurus gramineus*, though I had never heard of one attaining such a size. I looked up the one reference I have which give the dimensions of this species and found that this specimen was 5 inches longer than the largest recorded. I have since found a reference giving 37 inches as the maximum length of this species.

On dissection it proved to be a mature female;—the female of this species grows to length about one-third greater than the male so the sex was not surprising. Its head was badly crushed, but on one side I found three large poison fangs, one or two are more frequent. Although killed 3½ hours before, when I examined it the heart was still beating steadily. Death in amphibians and reptiles is not easily attained, and, although the nervous system can easily be killed, the body may remain alive for hours after the brain has ceased its activities.

* * *

19.10.31.

Two centipedes were sent me recently. One had been killed on the previous day, so this I dropped in alcohol. It immediately wriggled two or three times and then kept quiet. There was no questioning the fact that the creature was dead, i.e., its nervous system, but some of its muscles must have been still alive and contact with the stimulating alcohol had inspired a last kick. The other centipede is alive, but is unusually sluggish. One which I had several months ago consumed two cockroaches at a single meal, but this one shows no sign of hunger and completely ignores the living luscious insect with which I have provided it. This centipede is a species of *Scolopendridium* and grows to a length of nearly one foot, though one rarely meets with one

WOMAN --
HER MARRIED LIFE.

By Mayfair.

WOMAN'S first home was in the Garden of Eden. There man first married woman. Man was placed in a profound sleep, a rib was taken from his side, a woman created from it, and she became his wife. Evil-minded persons constantly tell us that thus man's sleep became his last repose, but if woman be given at times to that contrariety of thought and perversity of mind which sometimes passes our understanding, it must be recollected in her favour that she was created out of the crookedest part of man.

The Darwinians have a different theory regarding creation. They go back to the time when we were all monkeys. They insist that man was originally created with a kind of Darwinian tail, and that in the process of evolution this caudal appendage was removed and created into woman. This might better account for those "Candle" lectures which woman is in the habit of delivering, and some colour is given to this theory from the fact that husbands, even down to the present day, seem to inherit a general disposition to leave their wives behind.

The first woman, finding no other man in that Garden except her own husband, took to flirting with the "Devil." The race might have been saved much tribulation if Eden had been located in some calm and tranquil land—like Scotland. There would at least have been no snakes there to get into the garden.

Now, woman in her thirst after knowledge, showed her true female inquisitiveness in her cross-examination of the serpent, and in commemoration of that circumstance, the serpent seems to have been curled up and used in nearly all languages as a sign of

look like small oranges; they vary from ½ inch to 1½ inches in diameter. The plant, which is a woody climber, belongs to the family LOGANIACEAE and has three characters which in themselves are not specific but, along with the small flowers and orange fruits make identification fairly easy. The leaves are borne in opposite pairs and each has three well defined veins. The plant climbs by means of curious hook tendrils which are modified axillary shoots. If the hook catches on a support it twines round it and thickens considerably. The fruits are exceedingly poisonous.

* * *

The Rudy Turtle Dove. Yesterday a specimen of the ruddy turtle dove (*Ocypopelia trinquebaria humilis*) was sent to us for identification. This small dove is an uncommon winter visitor to the coasts of Kwangtung. It is easily recognised because its back and wings are a nearly uniform vinaceous red: about nine inches long. This dove was not mentioned in the last number of the Hong Kong Naturalist, so deserves a note here. At this season of the year when sportsmen venture out for snipe and other game it occasionally happens that an uncommon bird is shot, possibly by mistake. While not wishing to encourage the indiscriminate shooting of rare game birds, yet, if an unusual bird is added to the bag we should appreciate it if it could be sent to the University for identification and that its skin may be kept for reference if indeed the bird is a rarity. In the past such birds as the Oriental Turtle Dove and the Jacana or Lily-trotter have been sent us in this manner.

* * *

The Cobra's Spectacle. A living young cobra was recently received from Stonecutters' Island. This specimen is of special interest because in its colouration it gives a clue as to the origin of the famous "spectacle" on the hood. As is well known, the cobra possesses unusually long ribs attached to the vertebrae behind the head; when the cobra is annoyed these ribs are held out at right angles to the backbone and thus the hood is elevated. This young cobra, like other young South Chinese cobras, is brown in colour with well defined pale transverse bars and a thin irregular reticulated network of pale lines. These transverse bands are not simple pale bands but possess one or more small brown islands. This appearance is very similar to that of the band at the back of the neck when the hood is not expanded. Obviously the spectacle—which varies considerably in pattern from snake to snake—has been derived from the most anterior of these transverse body bands.

* * *

Acknowledgments. May I in these columns thank all those who have recently sent me specimens of snakes, centipedes, fishes, birds, and plants.

between the average man and that of the Mormon is that in the former he drives his team of wives tandem, while the Mormon insists upon driving his abreast. With reference to the Mormons and that sad land of Utah, a single death may make a dozen widows.

EXCEPTIONAL BUILDINGS REGULATIONS.

Reinforced Concrete.

The following regulations have been made by the Governor in Council:

1. The Reinforced Concrete Regulations made by the London County Council under the provisions of section 23 of the London County Council (General Powers) Act, 1909, on the 6th day of July, 1916, shall be deemed to be in force in every part of the Colony to which Part III of the Public Health and Buildings Ordinance, 1903, for the time being and from time to time applies, subject to the applicability of such Regulations, and with such modifications as the provisions of the said Ordinance and the circumstances may require or render necessary, and with any modification specially allowed by the Building Authority in any particular case.

2. Every plan hereafter submitted of a building to be constructed wholly or partly of reinforced concrete shall be accompanied by proper and complete calculations relevant to such reinforced concrete, to the satisfaction of the Building Authority, and by a certificate, signed by an authorised architect, in the form in the Schedule to these regulations.

3. Effective supervision shall be exercised in and throughout the construction of every building referred to in regulation 2 of these regulations; and upon the completion of such construction, and in the case of a new building before the grant of the prescribed permit to occupy the building, a certificate that such supervision has been exercised, signed by an authorised

DEBATER'S TOUR.

"Foreign Indictment of American Culture."

ROTARY CLUB GUESTS.

The University of Oregon Pacific Basin Goodwill Team, consisting of Messrs. Robert T. Miller (21), Roger Alton Pfaff (24), and David G. Wilson (21), after passing through Hong Kong for short stays twice earlier in the month, once en route to Canton and once on the way to Manila, returned to the Colony from the Philippines on Thursday for a week of activity here. Leaving Portland, Oregon, on June 1 on a 35,000 miles circuit of the Pacific Basin, the Oregon students have thus far visited New Zealand, Australia, India, and the Straits Settlements. Before returning to their studies at Eugene, Oregon, in January, they will complete their itinerary through Shanghai, Tientsin, Peking, Kobe, Tokyo, and Honolulu.

Debating, lecturing and addressing Clubs and Societies are the chief activities of the trio. So far on their trip they have had 76 speaking engagements, of which 25 have been debates with University and Debating Society teams.

On Friday evening Mr. Pfaff addressed members of the Hong Kong University Law and Commerce Society on "Modern Trends in American Legal and Commercial Education."

Affirming that "The Foreign Indictment of American Culture is Unjustified," the Oregon team will clash in debate with Mr. T. S. Price, B.Sc., and Mr. C. E. Moore, B.Sc., who will represent the Y.M.C.A. Literary and Debating Society. The debate will be open to the public and ladies are welcome to attend the meeting, which will be held in the Y.M.C.A., Salisbury Road.

On Tuesday the team will be fifth guests of the Rotary Club. Mr. Pfaff will speak on "America in the New Age."

On Tuesday evening there will be an illustrated lecture open to the public in the Kowloon Union Church, when 125 coloured slides will accompany Mr. Pfaff's lecture on "The Love of the Oregon Country."

On Wednesday the Oregonians will sail by the Chiehku Maru for Shanghai.

The Pacific Basin tour is the second project of its kind to be sponsored by the University of Oregon. In 1928 a three-man team visited Hong Kong during the course of a round-the-world debating tour and met a Y.M.C.A. team here in a debate on the success of democracy as a system of Government.

While in Manila the Pacific Basin team defeated the University of the Philippines in a debate on "Resolved: That Imperialism is a benefit," Oregon affirmative.

The Hong Kong Rotary Club will be the seventh Rotary Club that the Oregon students have addressed during the course of their tour, others being at Portland, Ore., Sydney, Brisbane, Colombo, Calcutta, and Manila.

EASTERN PORTS.

Details of Epidemic Diseases.

The health bulletin of Eastern ports for the week ended October 17, issued by the Director of Medical and Sanitary Services, gives the following cases:

Cholera: 32 cases, 23 deaths.

Basrah: 32 cases, 23 deaths.

Greater Shanghai: 12 cases, 3 deaths.

Shanghai: 17 cases.

Small-pox: 1 case.

Pondicherry: 1 case, 1 death.

COLONY'S FINANCES.

The financial statement for the month of July, 1931, is as under:

Balance of assets and

liabilities on June

30, 1931 \$10,563,014.88

Revenue from July 1

to 31, 1931 3,255,771.19

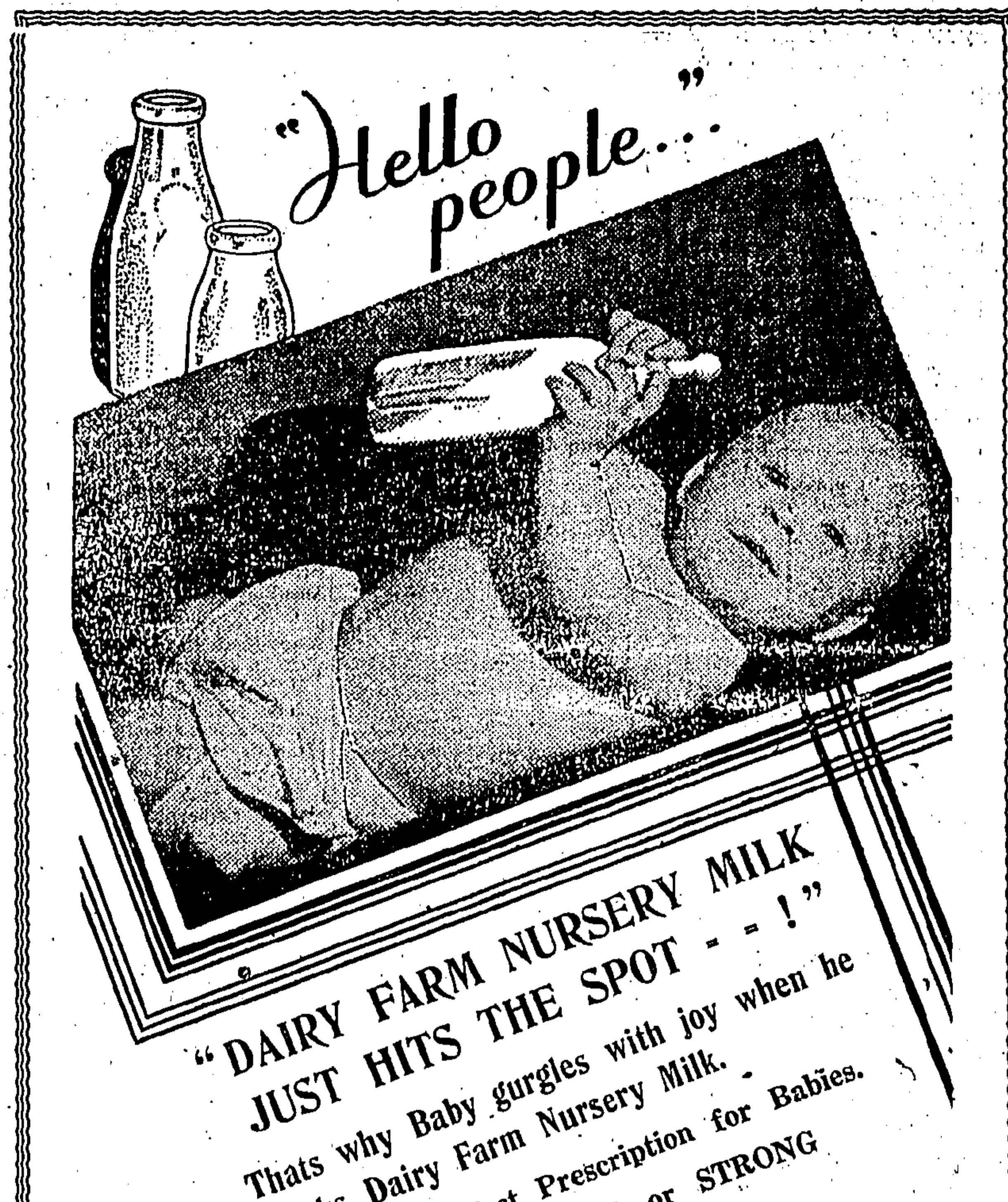
\$13,820,786.07

Expenditure from July

1 to 31, 1931 2,909,887.70

Balance \$10,881,908.28

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that Three Castles cigarettes

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proof of their

quality.

TOASTS WITH THE FLOATING DOCK FOR ATLANTIC: WELLINGTON.

Captain Latta and New Empress.

After the King had been honoured at Olympia by the guests at the luncheon given in connection with the Shipping, Engineering, and Machinery Exhibition, the Toastmaster called for silence, and Lord Newcastle-on-Tyne, arrived in Wemys, taking up the receiver, and Colombo harbour on September 26, to a microphone, "Hello, who is speaking?" Captain Latta speaking from the Empress of Britain on the Atlantic, approaching Eng, cost of Dondra, and is attached to land and now about 700 miles west of the Selly Islet." Then followed a cheerful conversation in which Captain Latta expressed his pleasure that his ship, in his opinion the finest thing British shipbuilding has so far turned out, was represented at the exhibition in this modern way. The experts would have to work very hard, he thought, if they wanted to produce route taken via the Suez Canal. It is being towed in its entirety, unlike the one that was and his companions out on the blue taken to Singapore about three years ago in four sections.

which his unseen audience greeted. The Zunartre Zee, 1,800 horse power tug manned by a crew of 18, that he and his officers would come and the Wittezee, 1,500 horse power, in and see the exhibition if they manned by a crew of 15, belong to had time. "Thank you very much," the firm of Messrs. Smith and Co. said a hearty voice, "but we are busy running backwards and forwards across the Atlantic, and we have no time to play."

Sir Austin Chamberlain, the First Lord of the Admiralty, then joined in this magical conversation with an appreciative greeting, but whether they encountered "That is very nice," said the while in the Bay of Biscay, when, that of a sea gull. The Wittezee, that was one of the tugs that towed the ship for silence at a later stage for floating dock for Singapore about three years ago, so that this is not Capt. Witteze's first trip to the East.

On their return journey, the tugs will not touch Colombo, but will proceed, one rounding Ceylon on the North and the other on the South, and eventually reach Port Said, whence they will continue their voyage together.

SCOUTS' BRAVERY AWARDED.

OFFICER DROWNED. Jury Condemns Action of Barge Captain.

Strong condemnation of the action of the captain of the motor-barge Flagon in not going to the assistance of two young officers who were standing up to their waists in water after their dinghy had overturned on a mudbank was expressed by the jury at a Rochester inquest.

The inquest was on Christopher Herbert Minton-Senhouse (19), an officer of the R.E., and in returning a verdict of accidental death the jury found that according to the evidence the action of the barge was "wholly against the spirit of British seamen."

Second Lieutenant Peter Nell Martin Moore described how, with Minton-Senhouse, he went out in a sailing-dinghy, which struck a mudbank and overturned. Falling to attract the attention of the Flagon, they decided to swim for shore. When Lieutenant Moore reached the shore Minton-Senhouse had disappeared.

Ambrose Letley, a fisherman, told the coroner that the mate of the barge subsequently shouted to him that two men were in the water, but that the barge could not get to them. He understood that there was a small boat on the barge.

BATTLESHIP AS TARGET.

Controlled By Wireless For Forts' Gunfire.

Holiday-makers at Plymouth saw the old battleship Centurion being shelled by the big guns in the forts which guard the sea entrance to Plymouth Sound and Devonport Dockyard.

There were no casualties, however, for the battleship was without a crew, her movements being controlled by wireless from the attendant destroyer Shikari.

Operators in the wireless room of Shikari were able to make the battleship move in all directions at varying speeds and so provide a target which would give a practical test to the guns and gunners of the forts.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rates 50cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or "Phone 24641."

Dutch Tug in Colombo Harbour.

The Dutch tug Wittezee, one of the two tugs which are towing the floating dock for the Wellington Harbour Trust, New Zealand, from Colombo harbour on September 26, is lying at anchor about 100 miles away from Colombo, off the coast of Dondra, and is attached to land and now about 700 miles west of the Selly Islet." Then followed a cheerful conversation in which Captain Latta expressed his pleasure that his ship, in his

GOLF. Starting Times for To-day.

The Secretary of the Royal Hong Kong Golf Club supplies the following list of starting times for Fanling to-day:—
9.20 a.m.—G. Castle v. J. MacKnight.
9.24 a.m.—A. G. Coppin v. F. M. Ellis.
9.28 a.m.—H. J. Armstrong v. J. W. Alabaster.
9.32 a.m.—P. S. Grant v. J. B. Lanyon.
9.36 a.m.—R. L. Stewart v. D. Pike.
9.40 a.m.—T. R. Chassels v. D. J. Gilmore.
9.44 a.m.—J. S. Lee v. F. Black.
9.48 a.m.—J. R. Swales v. R. N. Drake.

9.52 a.m.—G. F. Hole v. G. W. Sewell.
9.56 a.m.—B. McK. Thompson v. G. H. Wilson.

10.00 a.m.—N. S. Ellis v. T. Lindars.

10.04 a.m.—J. H. Anderson v. D. G. Bruce.

10.08 a.m.—V. R. Gordon v. J. R. Collis.

10.12 a.m.—I. D. Lenox v. S. A. Sleep.

10.16 a.m.—G. B. Terde v. W. B. Rigg.

10.20 a.m.—N. K. Littlejohn v. J. S. Dykes.

10.24 a.m.—P. Allison v. D. F. C. Cleland.

10.28 a.m.—W. D. Harris v. W. C. Hulley.

10.32 a.m.—H. U. Ireland v. J. R. Masson.

10.36 a.m.—P. P. J. Wodehouse v. J. S. MacLaren.

10.40 a.m.—E. J. Munro v. R. G. Law.

10.44 a.m.—C. W. F. Booker v. L. H. Ruffin.

10.48 a.m.—W. E. Vallance v. A. E. Lissaman.

10.52 a.m.—W. A. Stewart v. J. G. Campbell.

10.56 a.m.—O. Eager v. A. D. Humphreys.

11.00 a.m.—H. P. Bailey v. H. Lowe.

11.04 a.m.—I. H. Gear v. D. Forbes.

11.08 a.m.—A. Reid v. R. K. Hepburn.

11.12 a.m.—A. O. Brown v. H. F. Sommers.

11.16 a.m.—S. Langston v. G. G. Johnstone.

11.20 a.m.—A. B. Purves v. A. B. Lench.

11.24 a.m.—C. B. Robertson v. D. S. Edward.

11.28 a.m.—F. S. Cable v. C. H. Bradley.

11.32 a.m.—A. G. Langston v. J. P. Sherry.

11.36 a.m.—A. J. R. Wolff v. G. T. May.

11.40 a.m.—V. T. Marshall v. C. Mycock.

11.44 a.m.—C. B. Johnson v. A. B. Raworth.

11.48 a.m.—W. Wright v. A. C. I. Bowker.

11.52 a.m.—G. B. S. Thomson v. S. T. Butlin.

11.56 a.m.—G. W. Reeve v. G. R. Thomerson.

KOWLOON GOLF CLUB.

Qualifying Round for Club Championship.

8.30 a.m.—G. H. Russell v. A. W. de Roza.

8.35 a.m.—F. E. Remedios v. A. Laughton.

8.40 a.m.—H. H. Mundy v. G. E. L. Johnson.

JACK DEMPSEY NOT PENNLESS.

"Colossal" Income Is Coming In.

GENEROSITY'S PITFALLS.

Following his win over Willard for the title in 1919, and his sensational fight with Firpo in 1923, Jack tied up no less than £180,000 in the bank in a trust fund, on which he draws every month of his life a sum of £2,000. This is not sufficient, but nevertheless he can never touch a penny of the principal, which is signed away to various beneficaries.

"From the time he became a big-money fighter to the time he retired in 1928, he piled up a fortune of a million and a half sterling. From his fight against Carpenter alone he netted £60,000, and his share of the Firpo fight receipts were £100,000.

"To-day he is refereeing all over the country, flitting from one place to another in aeroplanes in order that he can fulfil the host of demands for his presence. And he asks no ordinary fee.

"It is half the gate receipts and no less every time he officiates.

"He is earning £20,000 a year for refereeing alone, and his royalties on films and for syndicated articles in newspapers bring him in anything up to the same figure.

"His income is described as "colossal" by his closest friends, but even so, he often wants a loan at the end of the month.

"His spirit of generosity is so great that he would laughingly part with his last dollar to a needy friend, and whatever the amount of the loan he would never think of it again.

"He regards the lending of money as one of the little privileges which his championship won for him, and isn't in the least disturbed that the majority of his borrowers will never have the money to repay him.

"But, with all his extravagance, generosity, he will never want in his life. Each month his cheque for £2,000 reaches him, and then he is all right for a week or so."

"Dempsey's heart will be broken before his fortune, as he has one of the kindest natures in the world—which is peculiar, considering what he used to do against his opponents in the ring."

There's a NEW THEME for HUMOUR

by Beachcomber.

Questionnaire:
Did Mr. Stork bring you here on his wings?

Were you born in the heart of a rose?

Were you found in the gooseberry patch?

Did an angel fly with you down from the sky?

The answer in each case is, I understand, in the negative. Then where in—that will do, please.

* * *

A CERTAIN musician is shortly visiting us with his harmonica. For those whose musical education has been sadly neglected, let me explain that the harmonica is a cross between a harmonium, a harpsichord, a clavichord and a tambourine. An event calculated to cause a far greater uproar, however, is the appearance here shortly of the famous maestro, Mikilovich, who plays single handed the mouth organ, triangle and tom-tom, all *ex tempore*.

Mikilovich has played with all the leading orchestras of London, Tilbury and Southend and the marvel is that he still lives. He studied in Moribundia under the great Esprit du Corps himself, and is a member of the Boys' Brigade. Wot a scream you are, Sid!

* * *

What is life but a weary round of pleasure for the fortunate Kowloonite? Arising with alacrity, he hauls the dawn with glee, inhaling the sweet soot-laden air with unconcealed gratitude. His simple breakfast is accompanied by the cheery buzz of mosquitoes and sundry native noises from the simple coolie.

"He is earning £20,000 a year for refereeing alone, and his royalties on films and for syndicated articles in newspapers bring him in anything up to the same figure.

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Next, "Amour, bebe, toujours l'amour" meaning, as every one is aware, "It is a fat, far better thing for me to do than anyone else." So. Come back in a week's time and we'll then decide if an operation is necessary.

The Association for the Restoration of Worthless Old Customs invites enrolment from members of the public who believe in themselves. For its aims, this great and glorious movement has the suppression of everyone who makes more than I do, and does not think this column great stuff. The subscription is high, but the distinction higher, and all monies received will be used for the alleviation of Hard Cases. Just here should be a reference to Mal y drot, or Verp. Sap., or something of the kind, but I am not very sure of my authority and must, with regret, leave it out.

Famous sayings:
Two Gregorians may enchant one another with the puerility of their shallow shibboleths, but who shall point the finger?

Baron Knott Eligh.

Lettera from a father to his son. No. 1. Greetings, O son. Your missive reaches me per courtesy of the Postal Service. Wherefore dost thou ask for money, and more money? Knowest thou not that only last week I am busted, in fact broke to the wide? Fle, and forsooth. Eschew false standards and evil companions. Perchance, by next term, the dollar will have risen per se, and the old father shall avail himself of sudden wealth to go off the deep end. Study diligently or else, by heck, if I do not receive better tidings of thy progress than the last report indicates, there shall be grievous trouble, and much mailing and washing of teeth.

A la Bret Harte. "There was a fearful scream. Fearful scream. Awful. From the house with the closed shutters. Mysterious. Very. Then, suddenly, appeared a green light in an upper window. Moving, slowly. Upstairs. What could be the answer to this riddle? This problem? Who could say? I? Not at all. You? Certainly not. THEN WHOT? But stop. Why stop? Because my brain refuses to function. The terror of the night has got it in its grip and plungs and roars though' I may, I cannot escape it. Very well, in that case we must leave you to finish the story in your own way.



CHRISTMAS

PRESENTS

Now Is The Time To Select For Christmas.

WHAT SHALL I SEND HOME TO MY FRIENDS & RELATIVES?

WE SUGGEST THAT THINGS CHINESE ARE IDEAL!

IVORY: Balls, Cigarette Tubes, Napkin Rings, Mah-Jong Sets, beautifully hand-carved.

SILVER: Cigarette Cases, Photo-Frames, Flower Vases, and Holders, Miniature Rickshaws, Sedans, Boats & Pagodas and hundreds of other Silver Articles.

JADE: Rings, Pendants, Brooches, Pins, Cuff-Links, etc.

CHINA WARE: Dinner Sets, Tea Sets and General China Ware of pure Chinese Designs.

THIS IS ALSO IMPORTANT: Do not start purchasing until you have visited

THE WING ON CO., LTD.

HONG KONG

Mr. Lang Shu-kai, the famous Chinese versatile actor, performs today at the Lee Theatre, Hong Kong.

THE HAWK OF COMO

by
JOHN OXENHAM.

Author of
Baro of Grand Bayon,
The Hidden Years,
My Lady of the Moor,
etc., etc.

[Copyright.]
GIAN GIACOMO is in love with DOMENICA, who is to be given in marriage to an influential Count. Together with Goliath, an old soldier who is Gian's companion in exile, he plans to attack Lecco in an endeavour to win it back from the French who are occupying the north of Italy.

CHAPTER VIII.

Six weeks passed and brought no news of the adventurers. But Gian wasted no time in frantic anxiety on their account, and in any case he had no time to waste. Every moment was given to preparations for the greater venture that was to follow.

Then, late one night, close on two months from the day he set out, Goliath walked quietly in upon them, as they sat at supper, having borrowed a boat at Calvashon, on the opposite shore, without asking the owner's permission.

"Geeo!" cried Gian, jumping up. "Talk of the—er—Goliath and here he is! But it's not for want of talk, I hear from you that you've not come sooner, my Gian. . . . Now you're hungry—"

"And more especially, thirsty," said Goliath. "The wine across there is too sweet for my taste. . . . Ah-h-h! with a sigh of enjoyment. "That's better. Now, by your leave, I'll eat and we'll talk afterwards."

When at last he was comfortably re-provisioned, he gave them some scraps of his own, but kept the most important of Gian's sole hearing.

Out in the borrowed boat, on the midnight blackness of the Lake, he whispered it cautiously into his eager ear: "I've got one hundred and twenty, and every one a man—"

"Where?"

"Up in the hills between Planna and Bellagio—you remember. We've got a certain quantity of arms. I've come for all you can spare. About you, of course, can use fire-arms. The rest are swords and pikes. I've drilled them like the devil, and Gabrio is keeping it up while I'm away. . . . But the great thing we've decided, my Bantam, is that it's to be Comi, not Lecco—"

"Comi!" gasped Gian. "Can we—"

Goliath? "We can do it . . . if it's an absolute surprise. You and your com-nation on the Lake front. That'll draw every man you've got. Then, as soon as we hear you at work, we come in on their rear—without any shouting, mind you—as quiet as death, simply cutting them down before they know anything about it. . . . Yes, my Bantam, we can do it all right, and it should be a profitable job. But every thing depends on keeping it as dark as the Lake here. . . . Then, as soon as they've hit back at us we'll take the town and own all this end of the Lake . . . except Musso."

"And then we'll take Musso," said Gian confidently.

"Then we'll take Musso, as soon as we're ready for it. And then we hold the whole Lake."

"We'll do it, Goliath. Now—when?"

"I'll take one day here to see all you've been doing. I'll get back to-morrow night." As soon as it's day across there, I'll need one clear day to bring me all the arms you can spare—and fire-arms and powder for forty men if you can manage that—to Nesso, and you'll find me waiting for you. Does Gabrio understand your new arquebus?"

"He knows all about it. If you men have been accustomed to the arquebus, they'll see its advantages in a moment. . . . And when do we go for the big thing?"

"We'll settle that over there and I'll tell you when you bring me the arms. But, on your soul, my Bantam, not a breath of it to anyone. If they're on the look-out for us we've got to be ready."

"I'll be a very grave, Goliath."

"You'll pass Argeggio, and Nesso is about two miles further on, nearly opposite Brezzo. But in any case, keep to the other shore till you see a lamp swinging like a clock, and that will be me."

"I'll be there—by ten o'clock, I should say."

"That will do all right. The men of the Brianza are all for us, but, all the same, the more we keep all this to ourselves the better. The Frenchmen have been heavy on them, you see. If all they've collected is still in Comi, we'll do very well, my little."

All the next day Goliath lounged restfully about the island, inspecting the defences under Gian's and Giuseppe's guidance, and was obviously greatly impressed by them.

Goliath went quietly off in his borrowed boat as soon as it was dark, and the next day Gian had his boat packed with arms of all kinds, including arquebuses and powder, and set off by himself in the darkness to row it to Nesso.

It was under four miles, but the boat was heavily laden, and it taxed him somewhat. He was young and strong, however, and standing on the bows, leaning all his weight on the oars, he crept slowly across to the other shore and crept along it till he saw the light swinging like a clock, and Goliath and a score of his men stood awaiting him there.

"All alone?—Well done, Bantam! we the giant's welcome. You're a credit to me. . . . Now, boys, get these things ashore and tie them into bundles for carrying. Then wait for me here," and he got into the emptied boat and pushed off into the Lake with Gian.

When they had made an offing out of ear-shot, he whispered into Gian's ear: "The plan's been laid, and Gabrio has decided on—"

"This night, next," he said. "Bring every boat and man that can fire a shot. Get there one hour after

midnight. If you're too early lie off round the point. Muffle every oar, and tell every man that if he opens his mouth or makes a sound till the time comes to die. At one hour after midnight, row quietly in and land at any town on the Lake, and keep at it as hard as you can. You'll soon hear from us. Is that all clear?"

"Perfectly! We're going to pull it off, Goliath. I can feel it in my bones."

"One other thing—in the dark it will not be easy to see who's who. Let all your men wear a strip of white round the left arm. Mine will do the same, then we won't be killing one another by mistake."

He pulled in again, joined his waiting men, and Gian set off through the darkness to find his way home.

On the seventh night after he parted from Goliath at Nesso, Gian's flotilla crept noiselessly down the Lake towards Como.

When he judged the time fully come, he gave the word and Giuseppe's boat passed it on, and so all down the line. And their hearts beat fast as they rounded the Point and a light here and there showed them the line of their mark.

They spread out and crept in, closer and closer, till with a word Gian stopped his rowers and bent and fired the first shot into Como, and the two men alongside him set instantly to wipe out and reload the gun.

All along the line, the venomous tongues of flame burst out, and the roar of them rattled back from Brunate and Uccellina, and the sleeping folk in Cernobbio and Varenna and Bellagio woke up and found it was thundering up in the hills there, and turned over and over to sleep again.

A tumult broke out in Como, a band of men's voices and the screams of women, the rush and bustle of gathering men, sharp orders above the shoutings, and the little guns of the flotilla blazed away with no more interest than was needed for reloading.

Then the question of housing their increased numbers had to be solved.

The island garrison had totalled about one hundred. Goliath had started into the fight with one hundred and twenty. They had twenty wounded and ten were missing. So their numbers were increased by ninety fighting men in addition to the wounded.

"There is only one thing to be done, Goliath," said Gian meaningfully. He had been thinking it over as he came up the Lake.

"I know," nodded Goliath. "Bellagio. I knew you'd want that next."

"It's obvious. The thing to do, and Bellagio's to be had for the taking,"

thinks to the subterranean."

"Como and Lecco may try a bout with you there as soon as they hear of it."

"Como and Lecco will know nothing about it for some time to come," said Gian grimly.

"I see," nodded Goliath. "A clean sweep and none to carry the news."

"That's my intention. We shall take them unawares a couple of hours after midnight. I'll post Gabrio and twenty men at the main entrance. No one must pass him,"—wherein he only enunciated the spirit of his times. Life was held cheaply, and of no account compared with the end to be gained.

"You'll come, Goliath?"

"Surely! I'm aching to climb that stairway."

"To-morrow night then, leaving here midnight."

When they heard that another expedition was due, every man wanted to be of it.

Como had filled them with such enthusiasm for their leaders that they would have followed them anywhere, in fact, they felt themselves invincible.

At midnight the chosen fifty, in four large boats, with muffled oars, crept away into the darkness and then turned northwards till the Point of Bellagio loomed against the softer darkness of the sky.

Gabrio and his twenty were landed at the foot of the hill to grope their way to the main entrance of the castle, with very explicit directions to the extinction of any who tried to escape that way. The other boats crept round the wooded shore till Gian, after some cautious groping, discovered his cleft in the rock.

As many of their boats as you can and sink the rest," and he gathered with such men as they could collect, hauled up to secure the plunder.

It took them nearly an hour to carry all they could lay hands on down to the boats, and to pick up their wounded and collect their men. For these latter, slain with victory, plundered indiscriminately. It was the way in those days. They had fought and won.

To the victors the spoils.

Shrill threatening peals from a whistle Goliath had slung round his neck by a cord brought them pouring down to the front at last, and a moment too soon.

The French Commandant and his officers had succeeded in stopping the rout, and had gathered a considerable force for a final dash at the marauders. They came pouring down across the open Place, and Goliath, afterwards, had fared badly but for the fact that Gian's men were already embarked and lying on their oars ready to go.

"Face about, lads, and give it them hot—everything you've got," he shouted.

The boats swept round, their fourteen little guns bellowed and barked,

and roared and bellowed again and again, while the arquebuse men poured fire after volley into the close-packed mob. They had never suffered such a fiery-firing before.

Insufficient a fire could only come from a much larger force than they had expected. Their threatening assault died out in heaps of dead and wounded, and Goliath's men tumbled on board the captured boats and pushed

off into the darkness.

Goliath and Gabrio were the two last to embark, after seeing all the rest on board. Gian and Giuseppe kept up their fusilade till the other

As he alone knew the way and the secret of the sliding door, he went first and climbed step by step, the next man occupying the step as he left it, and so all down the line till Goliath brought up the rear.

Gian's heart was beating furiously as he stood at last on the top step, ready to roll back the sliding slab.

He waited till a whisper passed up the line that all were ready. He sent along the order to follow instantly and set his shoulder to the panel.

It moved slowly, and noiselessly, and he passed into the closet, was aware, as he brushed through, of others a silence like the silence of death fell alike on Lake and land.

A startled exclamation from the bed he remembered where it stood—a thrust with his sword, and another, and another, followed by a groan.

Then the door of the inner room, which had been Domenica's, opened suddenly. But a dozen of the summer ghosts grappled with the summer, and a dozen daggers ended him before he knew what had disturbed him.

Beyond these two rooms, in a flight of stone steps, were the inner rooms, and another, followed by a groan.

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B

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On SUNDAY, 25th October.

S.S. "SUI TAI"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4 p.m.

SPECIAL SALOON FARES.

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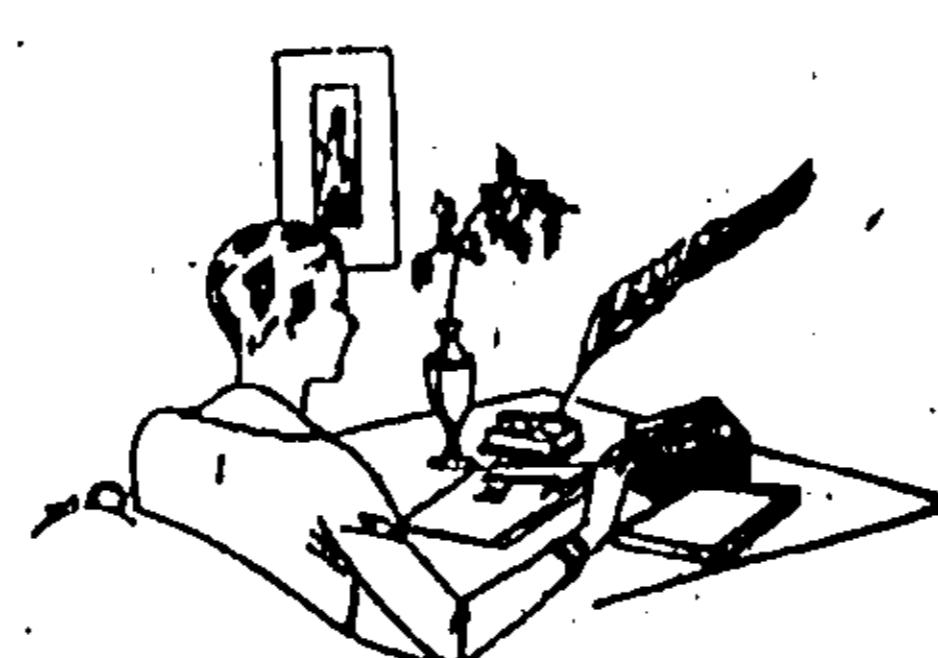
One of the most important discoveries ever made in the scientific care of the skin is the fact that fats and oils, when treated by ultra-violet rays, gain greater power to benefit the skin.

The special patented process by which Ava soap is made includes treatment of the ingredients by ultra-violet rays. That's what makes Ava so wonderfully good for your skin. You'll find it the smoothest soap you ever used. The quickest to get a snowy creamy lather. The longest lasting in fragrance because of the special Ava process.

Begin using Ava to-day and learn what this wonderful soap with its delightful Eau-de-Cologne fragrance can do for your skin—how fresh and soft it will keep—it how free from skin defects.

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Single Tablet or Box of 3
Tablets; also White Heather
Triple Milled Soap—Tablet
and Bath Tablets.



The GLOBE TROTTER'S DIARY

Teeth Marks Clue
A strong set of teeth and the imprint of teeth marks on a hairdresser's chair have revealed the identity of a man murdered three years ago in Berlin.

During excavation work at Gonzenheim, near Mayence, workmen discovered in the ground a skeleton with bullet holes in the head. The skull had a complete set of unusually strong teeth.

During police inquiries a barber was found who remembered a former client whose fine set of teeth were an object of general admiration.

The man, who had mysteriously disappeared three years before the skeleton was found, had been in the habit of lifting the barber's chair with his teeth, and the clear imprints of a perfect set of teeth were still visible on the chair.

When the marks were compared with the dead man's teeth, it was found that they fitted perfectly, and the police were enabled to establish the dead man's identity.

"Rass Prince" To Wed

Rass Prince Monolulu, the colour-tipped, who is known on every racecourse in the country as "Rass Prince," is to marry a pretty twenty-two-year-old Edmonton girl at St. Pancras register office, London.

In the register office notice Rass Prince Monolulu is described as Peter Charles McKay (formerly the husband of Rhoda Mary McKay, formerly Carley, spinster, from whom he obtained a divorce), forty-eight years of age, of Howland Street, St. Pancras.

His bride is described as: Nellie Amelia Atkins, spinster, aged twenty-two, of Hazelbury Road, Edmonton, N. W.

New Commander-in-Chief

Standing on the decks of the battleship Texas, Admiral Frank Schofield became commander-in-chief of the battle force at San Pedro, California.

Admiral Chase, who relinquished the post of commander-in-chief, becomes a member of the navy general board at Washington, with the rank of rear-admiral.

The shift in command was ceremonious, with cannon and martial music.

G.B.S. Replies
George Bernard Shaw always wears his hat brim turned up and for a reason.

Asked by a reporter who wanted to find out what great men thought about hat brims turned down, the famous dramatist replied:

"I have never given the subject very much thought. In my own case I wear my hat to match my eyebrows and moustache—turned up!"

Miss England II.

Mr. Kaye Don took Miss England II., which he reported to be intact except for the torn dress and storm, across the river to Windsor, Ontario, and prepared her for conveyance to Toronto. The craft was on view at the Canadian National Exhibition until she was shipped for England. She will be employed for a race again after a few repairs.

With his manager, Mr. W. F. Sturm, Mr. Kaye Don spent an afternoon with Mr. Henry Ford, who placed a tri-motored aeroplane at their disposal for their journey to Toronto. They sailed for England in the Majestic.

Miss Flora Hoban, daughter of Mr. W. J. Hoban, the New York banker, has announced that her marriage to Mr. Kaye Don will take place in October.

King Gate-Crashes

The solemn ceremony of laying the cornerstone of the new city hall in Oslo with the Lord Mayor, Dr. Anderson, officiating, was somewhat disturbed by the unexpected arrival of King Haakon.

The Municipal Council being controlled by a Socialist majority, all resolutions that the King be invited to attend the ceremony, had been defeated and thus the ruler was excluded from the list of the guests of honour which among others included the Russian Minister. King Haakon, however, had made a handsome contribution towards the construction of the new city hall and considered that he had been entitled to an invitation.

And so he went, arriving on foot at the scene of the ceremony. His appearance was hailed with loud cheers by the spectators, and Dr. Anderson, acknowledging defeat, promptly stepped forward and

for reaching urgent cases.

welcomed the distinguished though uninvited guest.

£700 Tortoise

Over a 75ft. course at Oklahoma City a classic race was won at a record speed of .07123 miles an hour. This was the Ranch Underslung Derby for tortoises, and it was won by an outsider, a little gopher-tortoise named Pebblestone. Its owner gained a prize of £700.

Mullah Dies at 118

Reputed to be 118 years old, and the oldest resident of Malabar, Kaya Dheen Kaya, the Mullah in charge of the local Moideenpalli Mosque, has just died.

In spite of his great age his faculties remained unimpaired, but he succumbed to heart failure while reading a religious book.

He was buried in the compound of the mosque where he had been employed for 78 years.

Women Captains

Turkish women, who once shrouded themselves in harom veils, may soon be wearing the peaked and gold-braided caps of the Merchant Service.

So many young girls have recently shown the desire to go to sea as captains and engineers that the Merchant Marine School of Stamboul has decided to open a branch to the women aspirants.

The first women students will be enrolled this year, and, if all goes well, in a few years' time, women captains will be on Turkish ships.

Ever since a Turkish woman entered the professional world as a street cleaner she has shown herself capable to do a man's job.

Turkey watched with pride the first woman doctor, surgeon, lawyer and magistrate, and wondered where she would draw the line. Hitherto, however, the Turkish woman had confined her attacks to the land, and had left the sea and air to the men.

Surgeon's "70th" Event

One of Italy's most distinguished surgeons, Senator Bastianelli, is celebrating his seventieth birthday by qualifying for taking out an air pilot's certificate.

For several years Dr. Bastianelli has made use of hired aeroplanes

for reaching urgent cases.

THE FEMALE OF THE SPECIES.

"Ageless Woman," by Percy R. Broome. (Murray and Co. 6s.)

This discursive volume does not pretend to be a serious study of woman and her place in the social organism, but rather a collection of anecdotes about famous women of history—their modes, manners, morals, and so forth.

Inevitably, one comes across not a little that has been well exploited before, but as against this Mr. Broome has some interesting reproductions from old prints and many interesting extracts about dress and deportment gleaned from the files of old journals. It is curious to discover, for instance, that what we were saying about common-sense and women's dress a little time ago, when skirts were short was being said about the fashions of the eighteenth century at a moment when the head-dress and other monstrosities were the vogue.

SEA WAYS.

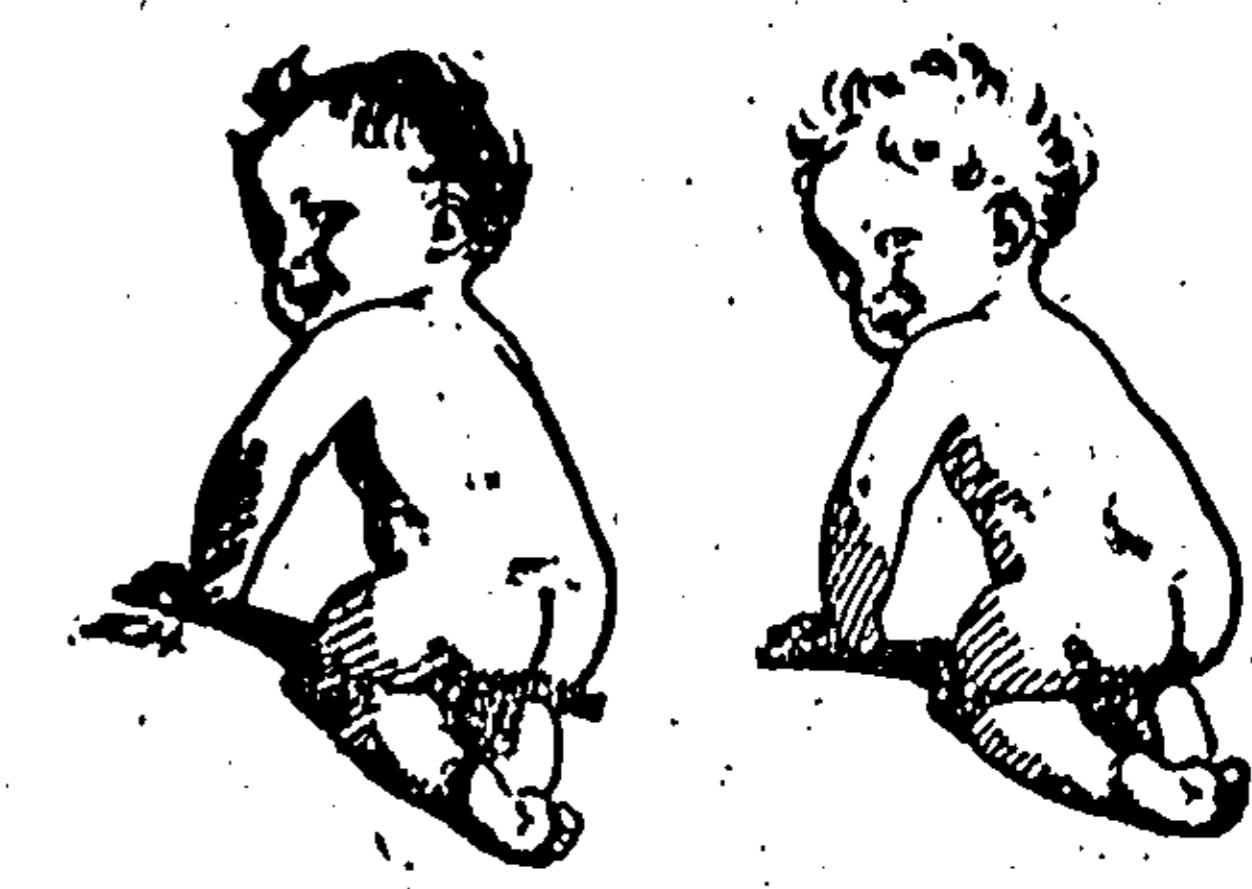
"Leaves From an Unwritten Log-Book," by Captain Walter H. Parker. (Sampson Low, 12s. 6d.)

"If only for the sake of history," says Captain Parker, "it is desirable for us old-timers to record all we can before we, like sailing ships, pass away for ever." His own testimony, particularly valuable when it deals with the lost age of sail, is an interesting contribution to sea literature which contains many curious sidelights on conditions during the last fifty years in widely differing types of vessels.

We get the story of his life from the time he went to sea as an apprentice in a windjammer up to his retirement in 1929, when he was in command of the Olympic. In between he entertains us with a succession of vigorous chapters on his life ashore and afloat.

Well worth reading is the account of the whale which made his ship vibrate as if it had run aground by scratching the barbs off its back on the keel, and the tale of the liner Ohio, which failed to see once with no fewer than thirty stowaways on board and this after a search had previously been made.

2 happy babies



Strong and sturdy—both sleeping peacefully the night through; and waking brimful of mischief in the morning. One was breast-fed—the other fed on Glaxo. Glaxo contains a definite standardised quantity of the vital vitamin D which ensures that baby will increase in weight regularly, have firm flesh, sound bones and teeth.

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AMUSEMENTS

OF HONG KONG



TO-DAY TO WEDNESDAY

AT 2.30, 5.20, 7.20 & 9.20

ANITA PAGE as Con-
nis, tired of working be-
hind the counter, who
grasped at a life of lux-
ury offered her, and be-
lieved the man who said
he'd marry her later.



WHICH ONE
CHOSE
THE RIGHT
ROAD TO
HAPPINESS?



JOAN CRAWFORD as
Jerry, who said: "I've met
plenty of men, but they all
act the same in a taxi cab."
Still she hoped and dreamed
of one true love.



JOAN CRAWFORD
in
Our Blushing Brides

with
Robert
Montgomery
Anita Page
Dorothy Sebastian
Raymond Hackett
A Harry Beaumont
Production

A Metro-Goldwyn-Mayer ALL TALKING PICTURE

JOAN CRAWFORD IN
STRONG ROLE.

What is one of Joan Crawford's most pretentious talking picture to date will be seen to-day at the Star Theatre when Metro-Goldwyn-Mayer presents "Our Blushing Brides," an extremely modern drama adapted from an original story by Bess Meredyth and Edwin Justus Mayer.

Harry Beaumont who produced "Our Dancing Daughters," the picture which resulted in stardom for Miss Crawford, directed the new film, and Anita Page and Dorothy Sebastian who played featured parts in the former silent picture hit will again be seen in leading roles. An imposing supporting cast includes such popular players as Robert Montgomery, Raymond Hackett, John Miljan, Hedy Hopper, Albert Conti, Edward Brophy, Robert Emmett O'Connor, Martha Sleeper, Mary Gwen Lee and Catherine Moylan.

The story concerns the respective romances of three girls who work in the same department store and who share living quarters. Fed up with the humdrum and depressing existence of alarm clocks and canned food two of the room-mates throw all caution to the winds, and when two wealthy and impetuous admirers offer them the opportunity for more luxurious life, they accept one with the sanction of a wedding ring and the other with a promise of a marriage-to-come. The third, however, sticks to her standards, and as events turn out, her foresight proved only too accurate the first two alliances resulting in disaster. The roles are said to call for intensely dramatic performances upon the part of the principal feminine players.

The picture presents a striking contrast between the lives of the average working girl and wealthy society the scenes switching from the department store and meagrely furnished rooms of the three friends to palatial country estates and sumptuous apartments. The

modernistic interiors are reported to be the last word in film settings, particular ingenuity having been shown in construction of a bungalow which was built in the top of a tree out on an island and which forms a perfect hideaway for a love scene between Miss Crawford and Robert Montgomery.

A spectacular setting which was constructed on a huge outdoor stage on designs created by Cedric Gibbons presents a terrace and garden on the Long Island estate of a millionaire and required one hundred incandescent lights and "spots" for illumination. Tall marble colonnades were built about a pinnacle of fluted pillars from which a fountain played upwards into the varicoloured rays of spotlights, the dripping in cascades into an ornate swimming pool. The overflow from the pool filtered over a modernistic waterfall and into a mirrored brook traversing the greensward and garden beds.

In this scene a number of models displayed the latest fashion creation by Gilbert Adrian, the climax of the spectacle being an Alberta Rasch ballet in which Joan Crawford was given an opportunity to display her ability at classic dancing. The sequence was made particularly effective by being photographed entirely in black and white which emphasized the silver costumes and white wigs of the dancers.

"PRIVATE LIVES" NEXT
SHEARER FILM.

"PRIVATE LIVES," the adaptation of Noel Coward's stage play of the same name, will be Norma Shearer's next Metro-Goldwyn-Mayer picture. Robert Montgomery will play opposite Norma, and Sydney Franklin, who has just completed THE GUARDSMAN, co-starring Alfred Lunt and Lynn Fontanne, will direct. Miss Shearer's last picture was A FREE SOUL, while Montgomery was last seen in MAN IN POSSESSION. Production on PRIVATE LIVES is scheduled to start in the near future.

FASHION TALK:

Fashion and feminine foibles are the special province of Gilbert Adrian, creator and designer for the most beautiful women of the screen. He plans the costumes of Norma Shearer, Anita Page, Joan Crawford, Greta Garbo, Dorothy Jordan and a host of other film beauties famous for their chic and charm. Here is his message to you to-day. "Some girls are just naturally born with flair for wearing sports clothes with the right air. Joan Crawford, for instance, is one of these true sports types. Slender of build and quick in her actions she lends life and energy to every sports costume. She has a swagger in her stride that is practically made to order for golf things."

"I recently designed a typical sports outfit for her of navy blue with a white ascot tie. Kick pleats afford the right freedom and slender lines accentuate her fine athletic figure. The hat, with its saucy pom-pom fastened on top, is worn back from the face as if pushed back by impatient hands."

"There is a mixture of tomboyishness and femininity in Joan Crawford's make up that makes her appreciate the carefree qualities of this type of costume. I nearly forgot to tell you that the blue of this outfit is not the regulation navy blue—it is shade or two lighter and is now referred to as Crawford blue by many manufacturers."

In conclusion I want to emphasize the importance of cardigan jackets and sweaters. The smartest sweater are brief and often have a deep, ribbed waistline of ten or twelve inches! Wear plain jackets with printed dresses and printed jackets with plain dresses, and it is not a bad idea to have a light jacket to go with a dark dress. A white jacket for a black dress, for instance, is very good indeed, and to save cleaners' bills I suggest white linen."

WORLD TO-DAY TO WEDNESDAY

DOUGLAS
FAIRBANKS

IN



"DON
Q
SON OF
ZORRO"

DOUGLAS FAIRBANKS

IN



"DON
Q
SON OF
ZORRO"

LIKES AND DISLIKES OF SCREEN PEOPLE.

A recent questionnaire addressed to various screen stars discovered that many of them have similar preferences. Out of over one hundred interviewed all expressed a feeling that people were peculiar who don't love dogs.

Some dog-lovers, however, admitted they didn't like cats . . . Ernest Torrence for one.

Ninety per cent. of the stars, when asked for their favourite colour, answered "blue." The only exceptions, almost, were blondes. Anita Page and Joan Marsh as examples, felt that they preferred light green and black. As every one knows, these colours are particularly kind to this type.

MARION DAVIES WILL BE SEEN
IN "THE FLORODORA GIRL,"
A STORY OF THE NEW YORK
OF 30 YEARS AGO.
WITH SONGS AND
TECHNICOLOUR.

Marion Davies' noted all-talking picture, "The Florodora Girl," a story of the Gay Nineties, will be shown on Thursday at the Star Theatre.

An imposing cast was selected for this picture, including Lawrence Gray, who played opposite Miss Davies in "Mariann," Walter Catlett, the stage comedian, recently seen in "Rio Rita" and "George White's Scandals," Louis John Burtela, star of "The Show Off," Sam Hardy, Nancy O'Neill, like Chase, Vivian Oakland, Jed Prouty and Claude Allister and a large group of minor players.

The story was written by Gene Markey with additional dialogue by Ralph Spence, Al Bousberg and Robert Hopkins. Harry Beaumont directed. Songs heard in the picture include a reprise of many familiar old popular tunes rendered by a chorus. Lawrence Gray sings the theme number called "My Kind of Man," which was written by Herbert Stothart, Clifford Grey and Andy Rice.

Information is that "The Florodora Girl" depicts the adventures and the romance of one of the members of the "Florodora Sextette," which was the sensation of twenty years ago. This bevy of beauties has held more romantic interests than any group of chorus girls in the history of the theatre. It is said on well substantiated authority that all six of those girls married millionaires.

The days when "Florodora" was the sensation of Broadway and its sextette of beauties the toast of the town will furnish the picturesquely atmospheric of the new Metro-Goldwyn-Mayer production which is reported to be replete with old New Yorkana, including the sidewalk-wearing costumes, the bustles and tightly-laced waists, the old handsome coats and horse carts.

reproduction of an old football game between Yale and Columbia and a host of other details which have long since faded in the face of the modern skyscraper era. Several of the scenes were filmed in Technicolour.

Those who have seen advance "shots" of "The Florodora Girl" report that it is by far the best thing Miss Davies has done since "Little Old New York" and "Quality Street."

TO WEAR THE EMPRESS
EUGENIE HAT.

Lucky are the ladies who can wear the new Empress Eugenie hat shaped with the right dash and personality!

They must have a facial contour that will allow the hair to be smoothed back from the forehead and ears—with no stray and framing locks allowed.

Also they should have clear-cut features, with eyes placed far apart and cheek-bones rather prominent. Then, they must also have a sophisticated and knowing look—for these hats depend on the expression, to look just right.

Astrid Alwyn, the newly-signed Metro-Goldwyn-Mayer actress who hails from the Broadway stage is one of the few fortunates who can wear these tip-tilted, half-on-the-head hats as they should be worn.

Miss Alwyn has dark eyes and brown, sleekly-arranged hair that falls in rhythm with those new styles. She looks especially dashingly in a white felt model with a rolling brim on one side, held up by two glossy black feathers. This hat dips smartly down over the other side, coming down over the back of the head to cover the hair, except for a roll around the edge.

Another hat of her choice, equally striking, is of brown felt of a sport type. In this model the brim turns up on both sides with a peaked dent over the right eye and a similar peak in back. This hat is shown in all these styles: dips over the right side and up over the left.

JOAN CRAWFORD WEARS
STUNNING GOWN IN TALKIE.

The day of false economy is past. With it has gone the absurd idea of hoarding one's best dress while wearing one's second and third best until the best one becomes out-of-date.

Instead, the modern girls are appreciating the value of making their every appearance smart and up-to-date. Rather than fill their wardrobes full of all sorts of clothes, they stock up on a select few that will serve them for every occasion throughout the day and evening.

Some of the patterns that answer for these modern engagements can be viewed in Joan Crawford's latest Metro-Goldwyn-Mayer starring picture, "Our Blushing Brides," which will be shown at the Star Theatre to-day.

Including in the cast besides Miss Crawford, Anita Page and Dorothy Sebastian, the picture

discloses the happenings of these three girls, all placed in the modern day of independence, for they are all classed as "working girls."

In one scene Joan wears a dress that will be bound to be appreciated by all the girls who view it from the audience. Made of navy blue faille silk with set-in trimmings of powder blue, it follows the approved slender hip-line with flaring hemline. Cape sleeves and square cut neckline with a high waistline are featured while wrist-length gloves, wide brimmed hat and bow-slipper complete the ensemble.

OLD SONG FAVOURITES IN
"THE FLORODORA GIRL."

A medley of old time favourites are played throughout Marion Davies' latest, starring picture, showing at the Star Theatre from Thursday. Some of these are "Daisy," "Tell Me Pretty Maiden," "In the Good Old Summertime," "East Side, West Side," etc.

SUNDAY, OCTOBER 25, 1931.

THE HONG KONG SUNDAY HERALD.

ST. FRANCIS HOTEL

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WAGERS

by RODERIC DENDA.

"I KISSED HER," he said. "I kissed her hard for 30 seconds!"

I raised my eyebrows. "Really, George," I reproved, "you are disgusting at the best of times; but in this is beyond all decency. In Peppermint Street, you said? I can't believe—"

"Yes. For a wager, you see. Madge bet me that I hadn't the nerve."

"I am surprised," I continued, in a pained voice, "that a gentleman of your standing should go so far as to stoop to—"

George shrugged his shoulders. "You old trumper!" he said impatiently. "Anyway, I didn't stoop. Madge and I are about the same height."

"And what did she do?"

"She didn't scream. Madge is a sport. Jolly fine girl. She just grinned and said, 'You win.'

"And what—no, don't tell me any more. It is too much. Come to dinner."

George is like that—impetuous. He will attempt anything if you dare him. At school, I remember, he received innumerable thrashings

for this weakness. Now that he is a man I had hoped that he would have more control of himself, yet he is still the same. To any "I dare you," acts upon George as does a red ring waved before a bull."

There appear to be quite a number of these irresponsible people in my large circle of acquaintances. They force me into wagers at my slightest suggestion. If I am with one of them at dinner, say, and happen to remark that the boy is disgracefully dilatory, my fellow-diner will study his wrist-watch and say, "Come on! I'll bet you five dollars that he won't arrive for another three minutes!"

Three motors and a tram were rapidly converging at an intersection one day at Arsenal Street, and my inhuman colleague wished to wager ten dollars that there would be an accident. There was.

I never encourage this cheap form of gambling, and if my companion's proposition is doubtful and offers me a meagre chance of winning, I always say, coldly, "Don't be a fool, my son"; but if the wager looks undoubtedly good to me and I know there is no chance of failure, I accept, for the philosophical reason that when my friend loses ten or twenty dollars to me (I generally make the stakes high when I am positive of success) he will not be so eager to make rash hazards in future.

And think of the scores of people who do the queerest things for wagers. People who walk around

the world, and cycle around the world, and even push wheelbarrows around the world. People who eat tough meat pies until their jaws refuse to function, and others who dance until they collapse. I once knew a lusty young farmer who drank 15 pints of milk at one sitting, for five shillings, and nothing burst—not even a seam. Then there was that gentleman of Toulon (was it Toulon?) who swallowed seven dozen oysters (or was it 83?) carried a desperate cow up a hill on his shoulders (after the manner of the ancient Greek athletes), dived down a 40ft. waterfall and (believe me), smoked nine black cigars in two hours 27 minutes. And all for a publicity wager. I may have the statements a little mixed, but I beg to accept them on their face value—I am afraid it would take some time to verify them.

Diogenes with his lamp, in search of an honest man, is a picture that is rooted in all our hearts. You remember those two men who were arguing about honesty on London Bridge. And one of them—the simple one—believed that men were not distrustful, so he wagered that he could stand on the bridge and sell 100 genuine pound notes for a shilling each within a prescribed time. But at the end of the period he had exchanged only three or four of them. The few who accepted his bounty were probably adventurous spirits, who would gamble at anything.

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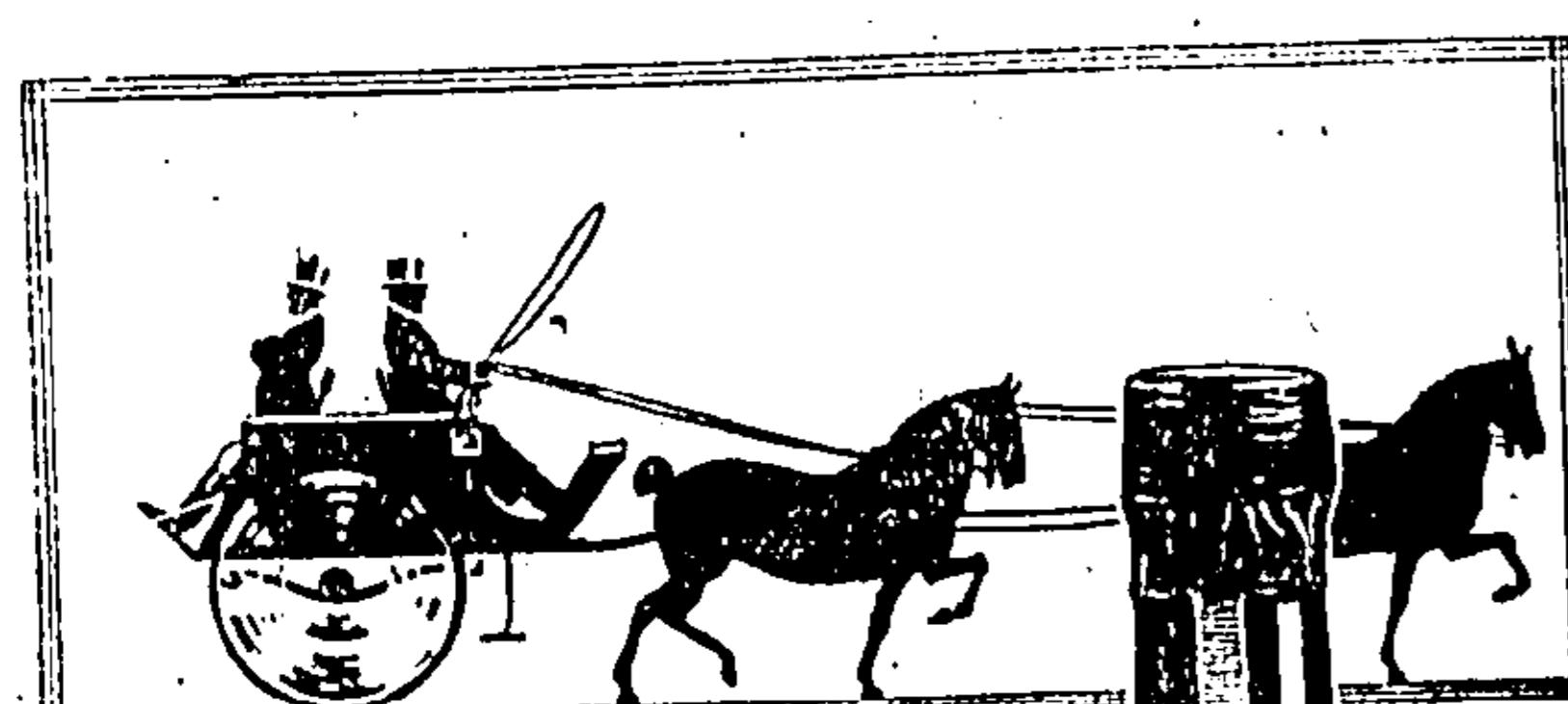
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SUNDAY SALLIES.

That ring in the Chater Road shop was a sickle jade.

Women could initiate a business revival, if they would all go shopping.

The person who courts danger on the road usually finishes up in Court.

A person who squawks is a "nasty pig."—What then is a pig that squawks?

"Three Kowloon Fires"—Now we know the reason for all that smoke and fume.

One satisfying thing about a salesman's visit is that you don't have to return it.

The handle of the "Parish Pump" was hard-worked on Thursday.—It pushed a stream of talk.

Carrying coals to Newcastle has its parallel in shipping electric refrigerators to Greenland.

A shoemaker has been sent to prison.—He now will have an opportunity of trying out his sole at last.

The League's Resolution—Irresolution.

Mr. Shenton's broadside has not yet sunk the Kau Sling.

Daphne having won a menagerie rice will now be known as Daphne's Ark.

A police sergeant recently gave chase to a suspect.—Both slipped, the sergeant down, the suspect up.

A cracked mirror brings seven years' bad luck.—Stolen mirrors got a man four weeks' hard, a few days ago.

M. Briand hopes that things will begin to move now.—Umph! Haven't they been moving from bad to worse enough for him already?

The National Government may regard the points made by Mr. Thomas as "Bull's Eyes"—but the Opposition will say they are just so much "bull."

From "Ten Years Ago"—"It is to be hoped that the League Committee will see that the matches are kept up to date."—They were then just as "modern" mad as we are to-day.

Cyprus is now suppress.

Will they eventually China Japan or Japan China?

A train of thought should never be made up of empties.

"Scotman's Curious Dilemma"—What! Has he lost that sixpence again?

"Kowloon Surprises the Navy"—Not only the Navy. What about the Army, Police and Government about a month ago?

A Kowloon beauty parlour has been disfigured.—That shouldn't worry the proprietress a bit. Disfigurements are what the parlour is there to repair.

Lord Melchett says, that one day we should certainly get a four-hour working day—Hooray!—But, he adds, it might be a long time hence. —It will.

A millionaire has bought three donkeys and, it is said, nobody, but him, knows why.—What donkeys they all are? Of course, he simply wants to remind himself what a donkey he is for becoming a millionaire.

Lord Melchett says, that one day we should certainly get a four-hour working day—Hooray!—But, he adds, it might be a long time hence. —It will.

A millionnaire has bought three donkeys and, it is said, nobody, but him, knows why.—What donkeys they all are? Of course, he simply wants to remind himself what a donkey he is for becoming a millionaire.

For instance, an ordinarily charming woman said of another, newly married: "Well, I didn't think it would ever come off. He had no intention of marrying her. I know him well, but she brought it off at last." This particular "cat" had, I know, sat up for nights nursing the woman she had detracted, had helped her with her trousseau, and spent more than she could afford on a wedding present.

Still, the kink, which seems so oddly exclusive to the female sex, moved her to the sneering comment.

Perhaps the trait may be based on jealousy, for one is often greeted with "cat" remarks when one meets with some measure of success. Even then this jealousy is misplaced, apparently, unreasonable. One could understand a woman who is, perhaps, a business rival, being a trifle jealous or bitter if one had done better at one's job, but the same malicious streak appears in women so much more successful that it is puzzling to know from what reason they should or could feel a grudge.

And why is it that a woman who she praises anything, more particularly another woman, her clothes, her hat, her looks, almost always "blunts the edge of the praise" by adding some acid postscript? She cannot resist saying: "Charming, my dear, as a frock, but you know, candidly, I really

don't think frills are your style." She thus spoils any pleasure in a frock, which she must know, whether it suits or not, having been bought must be worn.

A man might not entirely approve, but he would say, "fine," and leave it at that.

"Only a woman, too, could realise the significance of the remark of the friend who says: "You are looking well. Really dear, you are wonderful!"

I heard, two women meet, apparently after a space of years. Said the first, "Gracious, my dear girl, how you've altered!"

At lunch time, two men greeted each other. The same remark, but with what a difference. "Hullo, old man; you've changed a bit, but you're looking splendid." The difference sounds slight, but it was great.

The attitude of men toward each other seems more kindly, genial, uncritical, with a live-and-let-live tolerance that a largely lacking in women. Women, in spite of education, freedom, liberty, still regard one another with antagonism, watchful, guarded distrust. More carefully disguised now than of old, it is still active.

Shall we ever outgrow it, I wonder.

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Hongkong Sunday Herald.

號五廿月十一年一十三百九十一英 HONG KONG, SUNDAY, OCTOBER 25, 1931. 五十月九未辛次歲

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WINTER AIR-MAIL SERVICES.

Shorter Route to India
from Home.

Progress in the construction of the great maritime port at Haifa, on the coast of Palestine, will make it possible for Imperial Airways to introduce experimentally, a faster and more direct Winter air service between Britain and India.

At present the combined Indian and African air-mails leave London each Saturday and, after crossing Europe by way of France, Switzerland, and Italy, to the Mediterranean at Genoa, are carried on in big multi-engined flying boats via Naples, Corfu, Athens, and Crete to Egypt. Here the mail is divided, the Indian mail flying by way of Palestine to Bagdad, and the African mail travelling southward through the Sudan.

Beginning this month, arrangements have been made for two Empire air-mail services to leave London every week, one on Saturday as before, and the other each Wednesday.

The Saturday service will still carry the Indian air-mail, but after leaving Athens it will continue by flyingboat, via Cyprus, to the new port at Haifa (Palestine) instead of via Crete to Alexandria. At Haifa triple-screw land-planes will continue the journey direct across Palestine and Iraq to Bagdad, thus making the Indian route shorter and more direct, the air-mail arriving at Karachi (India) on the following Friday, less than six days after leaving London, this being the fastest Winter schedule so far possible on the Indian route. The existing service between Palestine and Egypt will be retained, and will give through connections between Central Africa and India.

The new mid-week Empire service will carry the African air-mail and will travel via Brindisi and Athens to Alexandria, whence it will continue along the present route through the Sudan to Uganda, Kenya, and Tanganyika. This new arrangement will make the Indian and African air-mails independent of each other, and will provide a bi-weekly air service across the Mediterranean.

The London-bound mail from India will continue to arrive at Croydon each Tuesday, but the date of arrival in London of mails from Central Africa will be altered from Tuesday to Friday in each week.

In addition to increasing air travel facilities between Britain and the Near East, the new arrangements will also provide a direct air service between Britain and Palestine, while it will, in addition, be possible to fly from Kenya Colony to India, via Egypt, in only eight days.

The time-tables for both these Indian and African Winter services have been drawn up to allow ample time for the recipients of letters to reply to them by the next return mail, several days elapsing between the arrival of an incoming mail, and the departure of the next outgoing service, not only in Britain, but also at the terminals in India and Kenya Colony.

Another advantage offered by the new route will be a later departure from London. Instead of leaving Croydon at 8 a.m., as at present, the departure of both the Indian and African services will be scheduled for noon, thus allowing travellers from provincial cities more time to travel to London to catch the Empire air services.

BOARDS OF ARBITRATORS.

It is hereby notified that the Board of Arbitrators appointed to determine the amount of compensation to be paid in respect of the resumption of Lots Nos. 98 and 111, 6181 and 6183, and 82, 83, 85, 89, 110 and 124 Survey District I, is constituted as follows:

Mr. Thomas Maynard Hazlewood, M.C., Justice of the Peace, Chairman.

Mr. Henry Edward Goldsmith, J.P., nominated by His Excellency the Governor.

Mr. Ernest Manning Hazlewood, Architect, nominated by the Chairman on behalf of the owners.

The Chairman appointed Tuesday, the 3rd day of November, 1931, at 2.15 p.m. in the afternoon, at the Sanitary Board Room, Post Office Buildings, Hong Kong, at the time and place for the Board to commence its sittings.

Any person claiming compen-

RESULTS OF HOME FOOTBALL LEAGUE MATCHES

(FROM OUR OWN CORRESPONDENT).

First Division.		Second Division.		Third Division (South).		Third Division (North).	
Aston Villa	2	Everton	3	Bradford	1	Barnsley	0
Bolton W.	1	West Brom.	0	Burnley	2	Bury	1
Chelsea	1	Blackburn R.	2	Charlton	0	Leeds U.	1
Grimsbury T.	0	Sheffield U.	2	Chesterfield	0	Oldham A.	1
Huddersfield	4	Sunderland	1	Manchester U.	3	Notts Cnty.	3
Leicester C.	1	Arsenal	2	Notts Forest	3	Bristol C.	1
Liverpool	3	Blackpool	2	Preston N.E.	1	Port Vale	4
"Widnes"	2	Birmingham	0	Southampton	3	Millwall	1
Newcastle	2	Manchester C. I.	1	Stoke C.	3	Bradford C.	1
Wednesday	3	Derby Cnty.	1	Tottenham	0	Plymouth	1
West Ham	2	Portsmouth	1	Wolves	2	Swansea	0

TOMMY ATKINS "AT HOME."

Parents As Invited Guests.

Good food and plenty of it, comfortable housing, not too much work, congenial society, and an abundance of sport and recreation—such is the lot of the peace-time soldier.

Just how good the life is the parents and friends of recruits at the Woolwich Artillery Depot were able to see for themselves recently.

It was a happy inspiration to invite parents to see how their soldier sons spend their time, and the credit for it is really due to Miss Bondfield, the late Minister for Labour.

Recently, with Mr. Shaw, then Minister for War, Miss Bondfield visited the depot, and was immensely impressed by the training, particularly on the intellectual and physical side. From this visit sprang the idea that invitations should be sent to parents.

Many of the acceptances came from homes in the mining areas, the Army having taken boys who but for the depression would have gone into the now silent pits.

A Mid-Day Feast.

The invitations extended to the mid-day meal, and the parents partook of exactly the same fare as their sons. At present the depot has only 1,200 recruits, but it can accommodate 2,000.

To feed such a large family is no small task.

Experience has shown that the

quickest way is to line the men up,

each with his plate, and let them help themselves. However rash a proceeding that would have been in the old days, there is now always enough to go round.

No special events were staged.

What the parents saw was just the daily life of the recruits under training.

An important part of this training is physical drill, to which one hour a day is devoted.

Fourteen weeks is the period spent in the depot, and in that time the average increase in weight of a recruit is 6 lb.

On arrival each recruit is put

through a series of athletic tests,

and at the end of his training the average youth has improved his

high jump by 3½ inches and his

long jump by 8 inches. He can

put a 16 lb. shot 2½ feet further,

and do the 100 yards in 8/5 of a

second less.

Equally satisfactory is the im-

provement made in education. On

joining the majority of recruits

have a standard of education on

a par with that of standard 8 in the

elementary schools. Within their

fourteen weeks, 97 per cent. got

Army 3rd Class Certificates, equi-

valent to Standard IV, and 40 per

cent go forward to get 2nd Class

Certificates, equivalent to Standard

VII. It is to the development of

intelligence and individuality that

training is now devoted.

At the present time the artillery

should do with more recruits, but

if numbers are lacking certain

it is that the standard of the men

accepted is high.

tion, whether as owner or otherwise,

by reason of such resumption must,

before the commencement of the

sittings of the Board, transmit to

the Colonial Secretary, for transmis-

sion to the Board, a written

claim stating the nature of his right

or interest in the land and the

amount which he seeks to recover.

GANDHI'S VIEWS.

Rugby, Friday.

During the discussion on the proposed Indian Federal Court of the Round Table Conference to-day, Mr. Gandhi said he thought Indian delegates' speeches displayed insufficient trust in themselves and inability of an Indian National Government to conduct its affairs impartially. The communal issue also coloured the discussions. He differed entirely from the view that the constitution would give anything more than a framework for the Federal Court and define its jurisdiction and start with judges to serve for a fixed period. The rest should be left for the Federal Government to evolve. The fundamental belief of Congress was that India should have her own Privy Council. It based its policy on trust and confidence and believed that the supreme authority to be established in India should be responsible for appointing judges and for other matters to-day belonging to the Crown.

Other speakers included Sir P. C. Mitter, who regarded Delhi as an unsuitable meeting place for the Federal Court, and Mr. Zafarullah Khan, who urged the prerogative of the Crown as exercised by the Privy Council should be left alone. Sir Ahbar Hydari urged that the appointment of judges should be made by the Crown. — British Wireless Service.

SACREDNESS OF TREATIES.

(Continued from Page 1.)

cussion was envenomed by politics, the Japanese Government undertook to pursue as rapidly as possible the withdrawal of its troops, which had already been begun on the condition that the safety of Japanese nationals was adequately provided for. This declaration presupposed recognition of the fact that the protection of its nationals could be assured. It was a question of the dignity of the League that that question should be solved.

An Assurance.

Referring to the Press messages read at various sittings, Mr. Briand said that he was unwilling to introduce polemics and information from outside sources. He had feared that it was in the thought of the Japanese Government to introduce into discussions the main questions at issue, but Mr. Yoshizawa had assured the Council that such questions could only be discussed after evacuation.

Final Suggestion.

Mr. Briand suggested that the Japanese counter-proposal should be discussed and, if rejected, the Council's proposal should be considered unless the Chinese and Japanese had any other course to propose.

No Withdrawal.

Mr. Yoshizawa, speaking most indistinctly explained that the fundamental principles should not be set forth at the Council table, but should be discussed by the two parties, and it was absolutely necessary to reach an agreement beforehand in which these principles were set forth.

He regretted, therefore, that he was unable to withdraw the words referred to in the counter-proposal, nor could he accept the Council's resolution without

guarantee of security for Japanese nationals, but Japan did not

desire to procure a solution by

military force.

OLYMPIC GAMES.

Dutch F.A.'s Generous

Donation.

Amsterdam, Yesterday.

Holland has been enabled to participate in the Los Angeles Olympic Games through the generosity of the Dutch Football Association, which is contributing 10,000 florins toward the expenses.—Reuter.

S. AFRICANS' TOUR.

First Match in Perth

Drawn.

Perth, Yesterday.

The South African cricket eleven scored 151 for 3 wickets and 10. Holland scored 63 not out. Western Australia scored 159 for 7 wickets, of which Bromley made 78. McMillan took 4 wickets for 38. The match was drawn.—Reuter.

POLITICAL SKY.

No Thunderbolts in

Closing Stages.

LORD ARNOLD'S WARNING.

London, Yesterday.

Though still mottled by highly-coloured party arguments the political sky is rapidly clearing. There are no signs of thunderbolts in the closing stages of the campaign, notwithstanding that Lord Arnold yesterday warned a Bethnal Green audience that a second Zinovieff letter was coming at the weekend.

TYPHOON WARNING.

From the American-Consul-

General:—

Manila, yesterday, 11 a.m.—Typhoon in about 185 deg. Long. E. and 18 deg. Lat. N., moving N.N.W.

The Royal Observatory's weather report 6.30 last night stated:—

The typhoon is about 350

miles to the South-East of the Bonin Islands, moving N.N.E.

The anti-cyclone is passing into the Pacific to the East of Japan.

Forecast:—N.E. winds, moderate; fine to cloudy.

CLEAN HANDS.

Most motorists like to have clean hands, but after an afternoon

in the motor house with the grease gun it is often very